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## FOURTEENTH ANNUAL REPORT

OF THE

## BOARD OF RAILROAD COMMISSIONERS

FOR THE

YEAR ENDING JUNE 30, 1891.

STATE OF IOWA.



PRINTED BY ORDER OF THE GENERAL ASSEMBLY.

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## RAILROAD COMMISSIONERS' REPORT.

STATE OF IOWA,  
OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }  
DES MOINES, December 1, 1891.

TO HON. HORACE BOIES, *Governor of Iowa*:

Sir: In obedience to the requirements of the statutes of Iowa, the Fourteenth Annual Report of the Board of Railroad Commissioners is hereby respectfully submitted, covering the returns made by the several railroad companies doing business within the State from June 30, 1890 to June 30, 1891, together with information tabulated therefrom. There are also included in the report investigations and decisions by the Board up to December 1, 1891, in cases where complaints were pending; reports of investigations of serious accidents, a statement regarding pending litigation in suits instituted by the Board to enforce its decisions where not complied with; recommendations to the General Assembly as to probable needed legislation; a digest of the decisions of the Supreme Court of Iowa made since our last report, affecting matters in which the relations of the common carrier to the citizen are involved; a digest of the decisions of the Inter-State Commerce Commission for the same period; together with other matters of interest.

The Board organized January 12, by the election of Frank T. Campbell as Chairman and W. W. Ainsworth as Secretary. John W. Luke qualified to fill vacancy caused by expiration of term of service of Peter A. Dey, the latter having been a member of the Board from the time of its first organization in 1878,—most of the time Chairman.

### REPORT OF THE ROADS.

The reports of the various railroads of the State are given as prepared and submitted by the officials under oath; these statistics on inter-state traffic are full and comprehensive and yet on Iowa business many of them are limited in their information on vital subjects, and short of the requirements of the law. Especially is this true of the roads composing the Chicago, Burlington & Quincy system, to-wit: The Chicago, Burlington & Kansas City; St. Louis, Keokuk & Northwestern; Chicago, Burlington & Quincy, and the Kansas City, St. Joseph & Council Bluffs, which answer the request of the Commissioners for reports on many important subjects, such as Iowa earnings, Iowa tonnage, etc., with the statement "We have no record showing earnings of the State of Iowa separately, nor have we any data on which a fair estimate could be based." The number of employes in Iowa is not given, but "estimated;" other



important facts are also missing in the reports of these roads. The Chicago, Rock Island & Pacific omits to report its passenger and freight train mileage, as asked for on page 61 of that blank for report. The list of questions submitted by the Board on subjects relating especially to Iowa business are unanswered by many of the companies.

There are thirty-three roads in Iowa, with a mileage of 8,440 miles. The number of passengers carried last year was 6,669,659; number of tons of freight 19,996,322. The total earnings on Iowa business were \$43,102,399.35, an increase over 1890 of \$1,784,265.69. The number of employees in Iowa is 27,580.

During the year 178 persons were killed and 773 injured on the roads in this state. Of the killed 82 were employes, 5 passengers and 91 other persons. Of the injured 601 were employes, 80 passengers, and 92 others.

The past year has been one of prosperity to both the railroads and the people of the State. The increase in tonnage and passenger traffic, and consequent increase in revenues are especially gratifying, in the face of decline in revenue on Inter-state business that has attended the operation of the trunk lines running across our State. The bountiful harvests of the present year are already taxing the transportation facilities of the railways to their utmost capacity, and the traffic of 1891-2 bids fair to be the most remunerative in the history of railway management, unless a foolish rivalry among the General Managers of the trunk lines should lead them to fritter away their revenues on inter-state traffic in senseless rate-cutting and wars of extermination—an evil which is effectually guarded against in Iowa by the stable rates in force here.

#### IMPROVEMENTS.

The large expenditures in betterments of the roads are indications of thrift and enterprise. In the past year many old wooden bridges have given place to expensive and secure iron structures; wooden trestles have either been filled or replaced with substantial stone culverts; a large amount of track has been ballasted; two narrow gauge roads (the Des Moines & Northwestern and Chicago, Fort Madison & Des Moines) have been widened to standard gauge, and other improvements made; the former substituting a standard steel rail in place of a light iron one, with new ties along a great part of the line. The Des Moines & Kansas City has rebuilt a portion of its road-bed, reduced its curves, improved its grades, laid over a thousand tons of new rail, and made other improvements. The building of seventy-six miles of double track by the Chicago & Northwestern from Clinton west; the construction of a large number of permanent stone culverts and other improvements have made the road-bed of this great thoroughfare second only to the best eastern roads. This is also true of the Chicago, Burlington & Quincy main line and the Dubuque & Sioux City, and a portion of the Chicago, Milwaukee & St. Paul. The Burlington, Cedar Rapids & Northern has laid 1,650 tons of steel rail, improved its road-bed, constructed a number of convenient and handsome depot buildings, and made other substantial improvements. There has been a marked improvement in the physical condition of most of the roads of the State in keeping with the prosperity that has marked the year.

The betterments reported the past year include a million and a third dollars expended for buildings, mostly new depots, thousands of new freight cars, new passenger cars, new and heavier engines, automatic couplers, air-brakes, and other improvements, besides 2,338,096 ties and 37,789 tons of steel rail, to replace old iron or worn out steel; only forty-four and one-quarter tons of iron rail being laid in Iowa during the year.

#### RAILWAY MILEAGE.

Iowa stands fifth in railway mileage of the States of the Union—surpassing New York, Massachusetts and Ohio, having 8,413.16 miles on June 30, 1891, with the Chicago, Fort Madison & Des Moines and the Winona & Southwestern constructing new lines into territory already reasonably supplied with railroad facilities. In addition to the mileage, June 30, there has since been reported to this office 23.35 miles of new road now being operated on the Winona & Southwestern Railroad; 4 miles on the Chicago, Fort Madison & Des Moines, with preliminary surveys for 15 miles of new road from Libertyville to Ottumwa, making the total Iowa mileage to November 15, 1891, 8,440 miles. The mileage in report for 1890 included the Ottumwa & Kirkville, 3.33 miles, and Clarinda & St. Louis, 11.5 miles,—the former a coal road, abandoned on failure of mines, the latter sold by order of court and track taken up, never having paid interest on its bonds nor its operating expenses the past few years. It was constructed in 1879, was built with subsidies, paralleling a branch of the Chicago, Burlington & Quincy at a distance of half a mile, had no outlet east or south, was bonded for \$20,000 a mile, and eastern capitalists were again "induced" to invest good money in worthless securities. The gain in mileage in 1891 for the fiscal year ending June 30, is but little more than the loss by the Ottumwa & Kirkville and Clarinda & St. Louis. The gain for the calendar year is 36.35 miles. Iowa is at present so covered with railways that no spot can be found within our borders that is fifteen miles from a railroad. With this fact facing them, it requires great faith in the future of our State and people for capitalists to elbow their way into our midst and plant new enterprises in competition with and against the stern opposition of those already established, and yet railway construction still goes on in Iowa.

#### MILEAGE IN IOWA.

ROADS.	Mileage in 1880.	Mileage in 1890.	Mileage in 1891.	Increase over 1890.	Decrease from 1890.
Afton & Centerville.....	879.83	872.41	903.70	31.00	.....
Burlington, Cedar Rapids & Northern.....	24.30	24.10	24.10	.....	.....
Chicago, Burlington & Quincy.....	768.56	751.27	755.30	4.03	.....
Chicago, Burlington & Kansas City.....	77.53	77.53	77.53	.....	.....
Kansas City, St. Jo. & Council Bluffs.....	51.82	51.82	51.82	.....	.....
St. Louis, Keokuk & Northwestern.....	51.08	51.08	50.96	.....	.12
Chicago, Ft. Madison & Des Moines.....	45.00	45.00	45.00	.....	.....
Chicago, Iowa & Dakota.....	26.50	26.50	26.50	.....	.....
Chicago, Milwaukee & St. Paul.....	1,573.02	1,553.27	1,553.27	.....	.....
Chicago & Northwestern.....	1,163.12	1,163.12	1,163.12	.....	.....
Chicago, Rock Island & Pacific.....	1,096.60	1,096.60	1,095.58	.....	1.02
Chicago, St. Paul & Kansas City.....	445.63	474.53	465.43	.....	9.10
Chicago, St. Paul, Minneapolis & Omaha.....	74.55	74.55	74.55	.....	.....
Chicago, Santa Fe & California.....	19.76	19.86	19.86	.....	.....
Clarinda & St. Louis.....	11.50	11.50	.....	.....	11.50
Crooked Creek.....	23.20	23.20	23.27	.07	.....
Des Moines & Northern.....	38.86	41.61	41.61	.....	.....
Dubuque & Sioux City.....	573.24	573.24	573.24	.....	.....
Humeston & Shenandoah.....	95.45	95.45	95.45	.....	.....
Iowa Central.....	419.12	395.14	404.34	9.20	.....
Iowa Northern.....	5.93	5.93	6.43	.50	.....
Keokuk & Western.....	72.12	72.12	73.08	.96	.....
Mason City & Ft. Dodge.....	92.00	92.00	92.00	.....	.....
Minneapolis & St. Louis.....	141.40	141.40	140.00	.....	1.40
Ottumwa & St. Louis.....	67.00	67.00	67.00	.....	.....
Ottumwa & Kirkville.....	3.33	3.33	.....	.....	3.33
Prairie du Chien & McGregor.....	.50	.25	.25	.....	.....
Sioux City & Northern.....	.....	77.00	84.13	7.13	.....



## MILEAGE IN IOWA—CONTINUED.

ROADS.	Mileage in 1880.	Mileage in 1890.	Mileage in 1891.	Increase over 1890.	Decrease from 1890.
Sioux City & Pacific.....	80.47	80.47	80.47		
Tabor & Northern.....		8.79	9.06	.27	
Union Pacific.....	4.12	4.12	4.12		
Wabash.....	110.30	110.00	110.00		
Des Moines Union.....		2.70	2.70		
* Davenport, Iowa & Dakota.....	30.00	31.00			31.00
Burlington & Missouri River.....	3.86	3.86	3.86		
NARROW GAUGE ROADS.					
Burlington & Northwestern.....	38.77	38.77	38.73		.04
Burlington & Western.....	70.70	70.70	70.70		
Des Moines & Kansas City.....	100.00	100.00	102.00	2.00	
Des Moines & Northwestern.....	106.00	114.00	114.00		
Total of main line (single track), exclusive of track- age rights, yard track and sidings.....	8,346.00	8,412.72	8,413.16	57.95	57.51

\*Sold to the B., C. R. &amp; N.

## CAPITAL STOCK.

Total mileage—entire line.....	26,531.26
Total amount common stock.....	\$ 360,104,540.39
Total amount preferred stock.....	93,154,400.01
Total amount stock outstanding.....	453,258,940.30
*Total amount stock representing road in Iowa.....	135,871,377.62
Total amount stock held in Iowa (as reported).....	2,577,775.00
Total amount stockholders.....	26,501
Total amount stockholders in Iowa.....	163
Total amount stock per mile of road.....	17,084.00
Amount of dividends declared during year.....	11,071,910.34

## DEBT.

Total debt.....	\$ 644,377,268.12
Total funded debt.....	629,615,085.98
Total unfunded debt.....	14,761,582.14
Debt per mile of road.....	24,121.16
*Debt representing road in Iowa.....	174,472,480.82

## INTEREST ON DEBT—ENTIRE LINE.

Interest on funded debt.....	\$ 30,460,723.63
Interest on unfunded debt.....	434,828.14

\* Chicago, Rock Island &amp; Pacific, Minneapolis &amp; St. Louis, Omaha &amp; St. Louis fail to report for Iowa.

+ Chicago, Burlington &amp; Quincy, Kansas City, St. Jo. &amp; Council Bluffs, St. Louis, Keokuk &amp; Northwestern, Chicago, Rock Island &amp; Pacific, Minneapolis &amp; St. Louis, Omaha &amp; St. Louis, Sioux City &amp; Northern fail to report for Iowa, and their proportion is taken from previous reports.

## EQUIPMENT—ENTIRE LINE.

Locomotives.....	3,910	2,805
Passenger Cars.....		72,944
Box Cars.....		16,113
Flat Cars.....		11,611
Stock Cars.....		9,534
Coal Cars.....		1,403
Refrigerator Cars.....		4,651
Other Cars.....		3,241
Cars in Company's Service.....		3,929
Contributed to Fast Freight Lines.....		126,321
Total Owned.....		3,782
Cars Leased.....		130,103
Total Cars.....		3,910
Total Locomotives.....	3,910	

## EQUIPPED WITH TRAIN BRAKE AND AUTOMATIC COUPLERS.

No.		With Brake.	With Coupler.
3,910	Locomotives, equipped.....	2,872	
2,805	Passenger Cars.....	2,805	2,727
116,356	Freight Cars.....	11,821	44,904
3,241	Cars in Company's Service, equipped.....	64	186
3,782	" Leased.....	70	230
130,094	Total.....	17,632	18,137
	Same for 1890.....		
125,585	Total.....	12,561	9,194

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENT DURING YEAR—ENTIRE LINES.

## CONSTRUCTION.

Right of way.....	\$ 1,002,898.12
Other real estate.....	717,899.97
Fences.....	176,841.06
Grading and bridge and culvert masonry.....	1,199,722.34
Bridges and trestles.....	727,656.82
Rails.....	1,392,483.71
Ties.....	480,015.28
Other superstructure.....	150,866.67
Buildings, furniture and fixtures.....	1,221,936.90
Shop machinery and tools.....	147,841.86
Engineering expenses.....	63,803.35
Discounts on securities sold for construction.....	844,588.49
Telegraph line.....	14,566.12
Sidings and yard extensions.....	1,258,574.36
Terminal facilities and elevators.....	83,829.64
Road built by contract.....	6,770,722.27
Purchase of constructed road.....	800,759.17
Other items.....	1,003,060.30

\* Chicago, Rock Island & Pacific—total, not classified..... \$ 18,058,066.33  
23,678,372.31

Total construction..... \$ 41,736,438.64

\* See explanatory letter below.

## EQUIPMENT.

Locomotives.....	\$ 1,130,088.44
Passenger cars.....	248,388.10
Sleeping, parlor and dining cars.....	93,299.76
Baggage, express and postal cars.....	40,420.91
Freight cars.....	1,590,404.50
Other cars of all classes.....	43,507.40

Chicago, Rock Island & Pacific—total, not classified..... \$ 3,155,089.20  
4,023,077.71

Total equipment..... \$ 7,778,166.91

Total construction..... \$ 41,736,438.64

\$ 49,514,605.55

Less property and material sold..... 142,962.84

Grand total..... \$ 49,371,642.71

CHICAGO, ROCK ISLAND & PACIFIC RY CO.:  
CHICAGO, December 2, 1891.

W. W. AINSWORTH, Esq., Secretary Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR,—In reply to your telegram of November 30th, the Chicago, Kansas &amp; Nebraska Railway, which, up to April 30, 1891, was operated by this company under lease, was at that



time sold under a decree of foreclosure to satisfy first mortgage bonds; it was purchased by this company and is now operated as owned line. The purchase price, \$23,242,000.00, together with \$1,412,113.18, cost of new road built from South Omaha to Lincoln, Neb., was added to cost of road and equipment.

Yours respectfully,

W. G. PURDY, Vice-President.

#### CONSUMPTION OF FUEL BY LOCOMOTIVES—FOR IOWA.

Tons of bituminous coal.....	2,534,114.75
Cords of hard wood.....	35,148.94
Cords of soft wood.....	19,037.91
Total fuel consumed—tons.....	2,568,023.34
Number of miles run, as reported.....	93,728,583.00
Average pounds consumed per mile.....	79.01

#### SUPERSTRUCTURE.

Number of tons new iron rails laid during year.....	44.25
Number of tons new steel rails laid during year.....	37,789.78
Number of new ties laid during year.....	2,338,096.00
Average price of iron rails.....	\$ 26.75
Average weight of iron rails.....	53.50
Average price of steel rails.....	\$ 32.03
Average weight of steel rails.....	62.73

#### OPERATING EXPENSES—ENTIRE LINE.

Maintenance of way and structure.....	\$ 19,676,261.50
Maintenance of equipment.....	14,621,710.55
Conducting transportation.....	50,822,327.84
General expenses.....	10,760,702.35
Total.....	\$ 95,881,002.24

#### OPERATING EXPENSES, INTEREST, RENTALS AND TAXES COMPARED WITH EARNINGS—ENTIRE LINE.

Gross earnings from operation.....	\$144,531,643.53
Operating expenses.....	\$ 95,881,002.24
Interest on funded debt.....	30,460,733.63
Interest on unfunded debt.....	434,828.14
Rentals.....	2,796,431.00
Taxes.....	5,030,855.55
Permanent improvements.....	908,937.05
Other deductions.....	1,435,664.72
Total expenses.....	\$136,333,423.23
Excess of earnings over operating expenses, interest and rentals, taxes, etc.....	\$ 8,198,220.30

#### OPERATING EXPENSES AND EARNINGS FOR IOWA.

Gross earnings for Iowa for year ending June 30, 1890, as reported.....	\$ 41,318,133.69
Operating expenses for Iowa for the year ending June 30, 1890, as reported.....	27,296,283.93
Net earnings.....	\$ 14,021,849.73
per mile.....	1.421.19
Gross earnings for the year ending June 30, 1891, as reported.....	43,102,399.35
Operating expenses, as reported.....	28,639,292.77
Net earnings.....	\$ 14,463,106.58
per mile.....	1.719.11
Gross earnings were an increase of.....	1,784,265.69
Operating expenses were an increase of.....	1,343,008.84
Total net increase of revenue.....	\$ 441,256.82
Net earnings for Iowa for the year ending June 30, 1891.....	14,463,106.58
Net earnings for Iowa for the year ending June 30, 1890.....	14,021,849.73
Increase of 1891 over 1890.....	\$ 441,256.82

#### OPERATING EXPENSES FOR IOWA.

The proportion of operating expenses.....	\$ 28,639,292.77
The proportion of operating expenses per mile.....	3,404.10

#### CONDITION OF ROADS IN IOWA.

Amount of stock representing road.....	\$135,871,277.62
Amount of debt.....	174,472,489.82
Total stock and debt.....	\$310,343,767.44
* Amount of stock held in State, as reported by companies.....	2,577,775.00
last year.....	3,280,675.00
* Many of the companies failed to report on this item.	

#### EARNINGS IN IOWA.

Total gross earnings for year ending June 30, 1891.....	\$ 43,102,399.35
Total gross earnings for year ending June 30, 1890.....	41,318,133.69
Increase over last year.....	\$ 1,784,265.66
Total earnings for Iowa.....	\$ 43,102,399.35
Proportion of operating expenses for Iowa.....	\$ 28,639,292.77
Taxes paid in Iowa.....	1,234,219.36
Excess of earnings over operating expenses and taxes for Iowa.....	29,873,512.13
Amount of taxes per mile of road.....	13,228,887.22
	146.70

#### THE COMMISSIONERS' RATES

Have now been in effect since February 3, 1889, and while they materially reduced published tariff rates of that date, yet experience shows a steady increase in tonnage and revenues on roads doing business in Iowa under the operation of said rates. The fiscal year 1891 show a net increase in tonnage of 1,369,882 tons over 1890. The result of earnings is even more marked. From tabulated statements found below it will be observed that, while for the years 1887, 1888 and 1889 there was a steady decrease in the revenues on Iowa business under the rates fixed by the railroads, yet since the legal rates have been in force there has been a marked improvement, and a steady increase in the revenues of nearly all the roads in the state, the aggregate earnings on Iowa business climbing from \$37,148,399.75 in 1889 to \$43,102,399.35 in 1891.

That the rates have benefitted Iowa is evidenced by the increased business thereunder. The testimony of the railroad officials in the courts was that they caused a reduction of about 26 per cent on local rates, which had been exorbitant. The effect has been to stimulate Iowa industries by giving them cheap fuel and low rates for getting their produce to market. It has caused the opening of new coal mines, the erection of new mills, has wonderfully enlivened the jobbing interests and reduced prices to the consumers and at the same time largely increased the tonnage and revenues of the roads. To enable Chicago to compete with Iowa jobbers, Inter-state rates were reduced and prices cut, and the lively competition and reduced rates have resulted in lower prices to the consumer. The farmer gets his supplies cheaper, his lumber, coal, salt and other heavy commodities at fair rates. He finds a market for a portion of his surplus corn, oats, hay, wood, timber, etc., at home and saves transportation. He markets many of his hogs in Iowa packing houses and saves freight charges. Wood and logs that lay in the timber rotting, the Iowa rates are making a market for, and new mills are sawing the latter up for use in excelsior, fencing pickets, handles, boxes and other industries unknown before.



The railway policy of the long haul has in a measure been supplanted by the new system, and an exchange of products between different parts of the State is one of the commendable results. Hay and corn from northern Iowa are now sold at better prices in the dairy counties of eastern and southern Iowa in large quantities, a thing hitherto unknown. These formerly paid tribute to Chicago.

The interstate Commerce Commission in its last annual report discusses the rate question exhaustively. It defines a reasonable rate to be one "that will make just and fair return to the carrier when it is charged to all who are to pay it without unjust discrimination against any, and when the revenue it produces is subject to no improper relations. No carrier (say the Commissioners) has any ground for just complaint if its published rates are reduced by the public authorities to the standard of the average it accepts, when by direct violation of law, or by devices that are intended to evade its provisions the published rates are departed from. Its own conduct in such a case fixes the maximum of the claim it can with any propriety make upon the public."

In another place the Commissioners say "No evidence can be more conclusive that the carrier is by his regular rate sheets charging something more than reasonable prices for his services, than the fact that either openly or secretly he violates the law to accept from favored classes, or from individuals, a less compensation, or that he pays large sums for procuring business at the rates named, or that he so manages his business that parties who have no legitimate connection with it are enabled to prey upon his patrons."

In speaking of the gradual and continual reduction of rates, the Commissioners say, "It is not believed the minimum has yet been reached, and the decrease will probably continue to be observed from year to year hereafter. There has been a great tendency towards an equalization of rates and towards the removal of anomalies which made the rates oppressive, wherever the competition was but slight or nominal. The rate sheets, however, have never, it is believed, shown with entire accuracy what the real rates made by the railroads were. A knowledge that the nominal rates were not impartially maintained has been among the strongest reasons for governmental interference by law in the regulation of railroad management, and was especially influential in the adoption of the act to regulate commerce. It was thoroughly established when that act was pending and indeed may always be said to have been an admitted fact, that favoritism prevailed in all branches of the railroad service, that strong interests paid less, and sometimes far less than their just proportion of the rates charged, and that the burdens of railroad maintenance fell most severely on those who could least afford to bear them."

"It is a very erroneous notion that the results of a cut or of a rebate fall merely upon the carrier; they fall at least to a considerable extent upon the public, and those who pay full rates largely make up for every allowance that is made to those who do not; if the carrier habitually carries a great number of people free, its regular rates are made the higher to cover the cost; if heavy commissions are paid for obtaining business the rates are made the higher that the net revenues may not suffer in consequence; if scalpers are directly or indirectly supported by the railroad companies, the general public refunds to the companies what that support costs, and in every one of these cases the fact of improper drafts upon the gross revenues, or of improper reductions of what ought to go to swell these revenues, is proof that the rate sheets are too high. It would be perfectly legitimate and proper in such cases to order such reduction as would bring the published rates down to the average of what is received for railroad service when the whole

business, not merely that which is done at full rates, but the aggregate when that which is done at reduced rates or done free is taken into account."

May not the success of the Iowa rates in bringing to the carriers increased earnings be attributed to the fact that all the business is done on those rates?

## IOWA TONNAGE AND EARNINGS.

Sixteen roads doing business in Iowa show increased tonnage for 1891 over 1890 of 1,900,508 tons; ten roads show a decrease of 503,716 tons—net increase in tonnage, 1891 over 1890, 1,396,892 tons. Six roads, comprising the Chicago, Burlington & Quincy system, make no report. Of the roads showing decrease the Iowa Northern and the Crooked Creek are coal roads. The general manager of the Iowa Central, (which shows an increase in the face of the strikes), in his report to the stockholders, says that from "May 1st to June 30, 1891, no coal was hauled from Iowa mines on account of miners' strike—this reduced the coal tonnage approximately 59,710 tons, and reduced earnings about \$34,000." As this strike was quite general in Iowa, it is fair to presume it was partly responsible for the loss of tonnage on most of the roads that show a loss.

The following comparative table of Iowa tonnage for 1888, 1889, 1890 and 1891, shows a large increase since the Commissioners' rates went into effect in 1889:

## IOWA TONNAGE COMPARED.

RAILROADS.	Tonnage, Iowa, 1888.	Tonnage, Iowa, 1889.	Tonnage, Iowa, 1890.	Tonnage, Iowa, 1891.	Increase over 1890.	Decrease from 1890.
Aibla & Centerville.....	4,776	8,348	22,740	91,585	68,845	
Burlington, Cedar Rapids & Northern	1,209,831	1,119,916	1,308,003	1,503,497	195,494	
Chicago, Burlington & Quincy.....	2,469,123	2,514,350	+ 3,956,250	3,956,250		
Chicago, Burlington & Kan. City.....				76,889	76,889	
Kansas City, St. Jo. & Council Bluffs	124,857	139,938	+ 156,495	156,495		
St. Louis, Keokuk & Northwestern.....				241,332	241,332	
Chicago, Ft. Madison & Des Moines.....			1,000	19,877	19,877	
Chicago, Iowa & Dakota.....	15,824	15,824	26,754	25,500		1,254
Chicago, Milwaukee & St. Paul.....	1,300,367	1,304,195	2,551,856	2,822,795	270,939	
Chicago & Northwestern.....	1,512,155	1,620,110	2,027,468	1,941,001		86,467
Chicago, Rock Island & Pacific.....	2,489,371	2,758,264	2,995,150	2,931,935		63,215
Chicago, St. Paul & Kansas City.....	708,021	624,854	1,089,033	1,089,848		815
Chicago, St. P., Minneapolis & Omaha	114,488	97,442	190,814	184,881		5,933
Chicago, Santa Fe & California.....			691,734	710,080	18,346	
Crooked Creek.....	55,281	47,492	53,379	32,683		20,696
Des Moines & Northern.....	32,643	24,120	29,964	72,419	42,456	
Dubuque & Sioux City.....	1,001,034	715,522	812,680	906,246	183,567	
Hammon & Shenandoah.....	96,569	102,232	126,502	126,232		270
Iowa Central.....	468,873	886,686	601,813	1,012,137	410,324	
Iowa Northern.....	99,008	66,256	62,823	65,905	3,172	
Keokuk & Western.....	167,487	157,044	167,614	172,179	4,565	
Mason City & Ft. Dodge.....	74,649	71,737	73,332	96,319	22,987	
Minneapolis & St. Louis.....	194,411	125,821	205,993	304,923	98,930	
Omaha & St. Louis.....	288,010	335,036	555,447	441,813		113,634
Clarinda & St. Louis.....	20,483	9,018				
Ottumwa & Kirkville.....	225,981	197,209	201,397			201,397
Sioux City & Northern.....			141,008	213,547	72,539	
Sioux City & Pacific.....	392,300	439,866	273,072	316,866	43,794	
Tabor & Northern.....		1,621	4,659			
Wabash.....	230,032	241,802	273,240	403,197	129,957	
NARROW GAUGE ROADS.						
Des Moines & Kansas City.....	41,452	28,550	26,649	30,215	3,566	
Des Moines & Northwestern.....	64,897	72,564	105,609	102,907		2,702
Total.....	13,376,087	13,722,354	18,729,406	20,126,348	1,900,508	503,716

\* This item was erroneously reported in 1890 as 109,000.

+ Estimated.



## TOTAL EARNINGS IN IOWA FOR 1888, 1889, 1890, 1891, COMPARED.

RAILROADS.	1888.	1889.	1890.	1891.
Albia & Centerville.....	\$ 10,856.06	\$ 12,532.45	\$ 10,601.04	\$ 19,322.55
Burlington, Cedar Rapids & Northern.....	2,687,361.44	2,663,775.08	2,931,005.06	3,310,478.89
Chicago, Burlington & Quincy.....	5,504,542.60	6,328,409.33	6,274,348.23	6,274,348.23
Chicago, Burlington & Kansas City.....	193,734.86		165,897.68	165,897.68
Kansas City, St. Jo. & Council Bluffs.....	202,211.43	310,020.01	303,619.41	303,619.41
St. Louis, Keokuk & Northwestern.....	80,563.00		68,114.79	68,114.79
Chicago, Fort Madison & Des Moines.....			5,732.32	25,051.16
Clarinda & St. Louis.....	3,815.49	3,109.88		
Chicago, Iowa & Dakota.....	30,624.66		43,743.60	41,501.38
Chicago, Milwaukee & St. Paul.....	6,311,757.75	6,389,196.20	7,269,619.37	7,501,489.12
Chicago & Northwestern.....	7,435,028.47	7,009,670.52	7,175,485.74	7,212,720.03
Chicago, Rock Island & Pacific.....	8,267,382.14	7,800,365.78	8,788,154.71	8,524,426.88
Chicago, St. Paul & Kansas City.....	1,086,518.48	1,135,675.54	1,061,317.92	1,080,657.55
Chicago, St. Paul, Minneapolis & Omaha.....	501,956.07	529,568.77	625,461.37	545,956.62
Chicago, Santa Fe & California.....			179,131.11	191,909.98
Crooked Creek.....	23,402.21	22,898.25	21,517.04	18,427.14
Des Moines & Northern.....	50,728.67	58,016.60	58,647.45	129,503.33
Dubuque & Sioux City.....	1,750,467.01	1,814,213.10	1,978,554.81	2,537,365.51
Humeston & Shenandoah.....	162,187.09	158,118.71	166,031.03	174,920.61
Iowa Central.....	1,167,879.94	1,158,822.75	1,272,567.45	1,344,495.56
Iowa Northern.....	16,794.14	11,386.53	11,087.74	12,212.67
Keokuk and Western.....	180,788.83	157,536.67	180,539.08	199,923.22
Mason City & Ft. Dodge.....	73,773.52	82,241.89	93,986.80	112,231.05
Minneapolis & St. Louis.....	269,632.99	276,662.11	285,447.92	335,478.91
Omaha & St. Louis.....	197,367.95	210,476.64	284,556.65	242,857.63
Ottumwa & Kirkville.....	27,724.99	24,244.81	24,404.72	
Prairie du Chien & McGregor.....	7,065.13	14,413.97	6,932.90	7,127.34
Sioux City & Northern.....			95,386.68	330,531.06
Sioux City & Pacific.....	435,442.60	410,485.81	435,683.07	417,896.03
Tabor & Northern.....			3,068.47	8,219.64
Union Pacific.....				482,643.45
Wabash.....	221,041.45	192,486.14	190,431.88	179,110.14
Cedar Rapids & Marion Street Railway.....	27,657.41			
NARROW GAUGE ROADS.				
Burlington & Northwestern.....	51,603.29	60,231.85	65,901.72	67,501.90
Burlington & Western.....	50,011.81	55,709.40	62,820.40	72,434.05
Des Moines & Kansas City.....	29,236.40	68,872.15	64,460.06	98,754.56
Des Moines & Northwestern.....	145,928.80	180,258.79	213,886.26	215,272.18
Total.....	\$ 37,295,586.68	\$ 37,148,399.75	\$ 41,318,133.66	\$ 43,102,399.35
Increase of Iowa earnings for 1891 over 1888.....			\$ 5,806,812.67	
Increase of Iowa earnings for 1891 over 1889.....			5,953,990.60	
Increase of Iowa earnings for 1891 over 1890.....			1,784,265.69	

## OPERATING EXPENSES.

Notwithstanding the economy declared to be necessary, on account of alleged low rates in the west, the operating expenses instead of diminishing show an astonishing increase in the past five years. These expenses on the entire lines for 1886 were \$63,183,153.55, while for 1891 the same roads report, \$95,881,002.24. For the same years the Iowa proportion of operating expenses is \$22,931,555.10, and \$28,639,292.77—an increase in expenses of over a million dollars a year on Iowa roads for the past five years. This may to some extent be accounted for on the theory that items that properly should be classified as permanent improvements have been included in operating expenses. The following table gives the operating expenses of the roads for the years mentioned:

## OPERATING EXPENSES—ENTIRE LINES.

1886.....	\$63,183,153.55
1887.....	62,677,856.84
1888.....	66,912,408.08
1889.....	76,288,835.80
1890.....	93,937,579.66
1891.....	95,881,002.24

## OPERATING EXPENSES—IOWA LINES.

1886.....	\$22,931,555.10
1887.....	24,152,990.71
1888.....	26,297,163.92
1889.....	25,286,309.30
1890.....	27,296,283.93
1891.....	28,639,292.77

## EARNINGS ON IOWA TRAFFIC.

The earnings on Iowa business proper for the year show a great increase over 1890, as also did the earnings of 1890 over those of 1889. Twenty-two roads report earnings amounting to \$31,201,565.98, a gain over the amount reported by the same roads in 1890 of \$2,259,002.28. Eight roads report earnings of \$11,900,833.37, a decrease from 1890 of \$450,031.87. Four companies comprising a part of the Chicago, Burlington & Quincy system make no report on earnings in Iowa, hence the figures from reports of previous years have to be used for these roads. It is only fair to assume and there is abundant reason to believe that this system has secured its full portion of the traffic of the year and that it has shared in the general prosperity of Iowa roads. Upon this basis it is more than just to these companies to take their earnings in former years for the compilations of 1891. Estimating these, however, the same as last year, we have a net increase in Iowa earnings over 1890 of \$1,784,265.69, and if these non-reporting roads were given their relative proportion of increase the Iowa earnings would doubtless be in excess of this amount.

That statutory control and the Commissioners' rates are not "depriving the roads of revenues or confiscating railway property," is shown below in a comparative table of the earnings of the Iowa roads whose mileage is totally or almost wholly within the state, for the years 1888, under rates made by the roads, and 1891 under the Commissioners' rates. Comparison is made with 1888 because it is the last year prior to the adoption of the latter rates.

The percentage of increase in earnings is remarkable, ranging from 15 to 237 per cent; thirteen out of fifteen roads participating in this prosperity. Two roads only (both exclusively coal roads) show a decrease on account of exceptionally mild winters and strikes in the coal mines of the State, heretofore referred to.



## EARNINGS ON DISTINCTIVELY IOWA ROADS, COMPARED.

RAILROADS.	1888.	1891.	Increase of 1891 over 1888.	Per cent of Increase.
Albia & Centerville.....	\$ 10,856.06	\$ 10,322.55	\$ 8,466.49	76.15
Burlington, Cedar Rapids & Northern.....	2,687,261.44	3,310,478.89	623,217.45	23.23
Chicago, Iowa & Dakota.....	30,624.66	41,501.38	10,876.72	35.51
Crooked Creek.....	23,402.21	18,427.14	4,975.07	21.25
Des Moines & Northern.....	50,728.67	129,503.33	78,774.66	155.28
Dubuque & Sioux City.....	1,750,467.01	2,537,365.51	786,898.50	44.96
Humeston & Shenandoah.....	162,187.09	174,920.61	12,733.52	7.85
Iowa Central.....	1,167,879.94	1,344,406.56	176,615.62	15.37
Iowa Northern.....	16,794.14	12,212.67	4,581.47	27.28
Mason City & Fort Dodge.....	73,772.52	112,231.05	38,457.53	52.12
*Sioux City & Northern.....	95,285.68	330,531.06	235,145.38	246.52
NARROW GAUGE ROADS.				
Burlington & Northwestern.....	51,603.29	67,501.00	15,898.61	30.80
Burlington & Western.....	50,011.81	72,434.05	22,422.24	44.83
Des Moines & Kansas City.....	29,236.40	98,754.56	69,518.16	237.74
Des Moines & Northwestern.....	145,923.50	215,272.18	69,348.38	46.83

†Decrease; exclusively coal roads.

\*New line; commenced operation January, 1890.

An examination of the table shows that the earnings of the Burlington, Cedar Rapids & Northern have increased under the Commissioners' rates as compared with 1888, the last full year in which it used its own rates, 23.23 per cent; the Albia & Centerville, 76.15 per cent; the Chicago, Iowa & Dakota, 35.51 per cent; the Des Moines & Northern, 155.28 per cent; the Dubuque & Sioux City, 44.96 per cent; the Humeston & Shenandoah, 7.85 per cent; the Iowa Central, 15.37 per cent; the Mason City & Fort Dodge, 52.12 per cent; the Burlington & Western, 44.83 per cent; the Burlington & Northwestern, 30.80 per cent; the Des Moines & Kansas City, 237.74 per cent, and the Des Moines & Northwestern, 46.83 per cent.

Equally favorable conditions might be shown on lines a portion of whose mileage is in other States, but, as previously stated, the Board has confined its comparisons to what may fairly be termed "strictly Iowa roads."

This showing is the more gratifying from the fact that many of these roads have been operating under class "A" rates, when they are entitled to a 30 per cent higher rate, under the order of the Commissioners.

## JOINT FREIGHT RATES.

The Twenty-third General Assembly enacted a law empowering and requiring the Commissioners to establish joint rates on continuous shipments of freight over two or more roads, where said roads failed to put in said rates as required by law. In obedience to the requirements of chapter 28, laws of Twenty-second General Assembly, and chapter 27, laws of the Twenty-third General Assembly, the Board on October 8, 1890, promulgated a schedule of rates for a continuous haul over two or more roads in the State, fixing the rate to be charged by each road for such services at 80 per cent of the Commissioners' rates.

The Commissioners regret to say that the trunk lines, the Chicago, Milwaukee & St. Paul, the Chicago, Burlington & Quincy, the Chicago, Rock Island & Pacific, the Chicago & Northwestern, together with the Burlington, Cedar Rapids & Northern Railway Company have refused to obey said order, or put in force on

their roads said rates, and that their action has been such as to virtually nullify the same. With commendable obedience to the law and the orders of the Commission the Chicago, St. Paul & Kansas City, the Illinois Central, the Iowa Central, the Mason City & Fort Dodge and most of the other strictly Iowa roads, have put in said rates as far as possible, but the refusal of the trunk lines to join with them has quite largely prevented the operation of said schedule of rates. The rates established by the Commission on continuous shipments are higher than the rates voluntarily charged by the roads themselves on similar shipments heretofore, and that are now in effect on inter-state traffic passing over two or more lines.

In connection with these joint rates an incident occurred that is noteworthy. In the fall of 1890, shortly after the promulgation of said rates, Superintendent Burdick, of the Mason City & Fort Dodge, and Superintendent Wilson, of the Crooked Creek roads, came before the Commissioners and appealed for higher rates on joint shipments, stating that their roads could not live under the new joint rates. The Board heard them patiently, called their attention to the fact that the Dubuque & Sioux City was hauling the bulk of the coal into northwestern Iowa from Illinois, on a low inter-State rate, and supplying a market that properly belonged to them, but from which they were practically shut out by the high rates over the two roads to market. That with an 80 per cent rate over their roads and the Dubuque & Sioux City, they could successfully compete with Illinois coal in northwestern Iowa. An understanding was finally arrived at by which these two roads were to give the joint rates a fair trial for sixty days—the Commissioners expressing a willingness to revise said rates if, by that time, there was not shown a sufficient increase of business to make up for any deficiency caused by the use of the rates.

At the end of sixty days or more, the following significant letter was received from one of the roads, the other failing to report:

December 16, 1890.

W. W. Ainsworth, Secretary State Board Railroad Commissioners:

DEAR SIR: Referring to the decision of your Board dated September 19, 1890 in our appeal, ordering this company to put in force joint rates promulgated by the Board, i. e. 80 per cent of the "Iowa tariff rate which became effective August 1, 1890." That the said joint rates might be fairly tested and a thorough practical knowledge of them be obtained, etc., and that a full report of the working of the said joint rates be made to this Board in sixty (60) days from the taking effect of the same." This company in compliance with this order on the first day of October, 1890 published and put in effect the "Joint rates" as ordered by the Board in their decision as above and have ever since and are now billing and carrying freight originating at or destined to points within the State of Iowa at said joint rates. We however, for various reasons wish to have the time for such trial of said "Joint rates" extended for a period of six months dating from October 1, 1890, for the purpose as stated in the last clause of said decision, i. e. "that the joint rates may be fairly tested, and a thorough practical knowledge of them obtained, and whether the reduced rates materially increased the output of coal and business of the road," at the end of which time we will submit a full report of the working of said joint rate if we think they have had a fair trial. Our reason for asking such extension of time for trial is for the purpose of ascertaining if the increased output of coal from the mines located on our road is permanent and is due to such reduced rates, or if colder weather during the past two months than during the same period in former years, strikes or other causes at competing mines in the same territory have influenced the increasing output or possibly the mines on our road being in a better condition to get their coal out. Another reason is that a statement of operating expenses of this road at this season of the year would not be a fair representation of the average of such expenses throughout the year, for the reason that at this season of the year owing to the cold weather all repairs to way and structures which cut a very considerable part of the expense of operating are suspended and the working force necessary to the conducting of such repairs is reduced to a minimum. Yours respectfully.



Nothing further has since been heard from either of the companies as to the rate not being remunerative.

A dispatch from Fort Dodge of November 25, 1891, gives the following flattering report of the traffic on the lines of these roads:

"The Webster county coal mines were never so far behind in filling orders as at the present time. Every mine that can be operated is worked, and where men can be had night shifts are employed. Miners are scarce and the output could be greatly increased if more men could be secured. Orders for coal are pouring in by mail and wire in such numbers that the dealers are swamped. The various grades of soft coal sell at a high price."

The Commissioners have caused suits to be brought against the refractory roads, which are being resisted by them, and will doubtless be carried to the highest courts. In the meantime shippers may pay under protest extra charges on shipments over two or more roads, if they desire to preserve their legal rights in the matter.

#### RATE WARS.

\*There have been no rate wars, and consequent disturbance of business in Iowa the past two years. The stable character of Iowa rates, which have been in force, with only such slight changes as have been made in classification from time to time, are approved on every hand. While rate-cutting has been in vogue in the states around us and the troubled waves have surged up against our very borders, wasting the energies of the great corporations and the revenues of the stockholders, Iowa has been largely free from their devastating and demoralizing influences, and with the curtailing of rebates, secret rates, free passes and other special privileges which the few formerly enjoyed at the expense of the many, there has followed steady rates and increased revenues—more than sufficient to make up for any deficiency caused by reductions in local rates. The evil effects of rate wars on business are also unknown here, and instead we have steady rates and uniform charges shared alike by all.

A comparison of earnings on Iowa business for the last five years, furnishes a very interesting study. During 1887, 1888 and 1889, under rates made by the roads, there was a falling off in revenues, while for 1890 and 1891, under the rates promulgated by the Commissioners, there was an increase in revenues amounting to six million dollars in these two years, as will be seen by the following table of

#### IOWA EARNINGS FROM 1887 TO 1891.

1887 .....	\$ 37,529,730.62
1888 .....	37,295,586.68
1889 .....	37,148,399.75
1890 .....	41,818,133.66
1891 .....	43,102,399.35

Total earnings for five years.....\$196,394,250.06

#### NET EARNINGS FOR IOWA.

1887 .....	\$ 13,376,739.91
1888 .....	10,998,422.90
1889 .....	11,861,310.09
1890 .....	12,798,430.93
1891 .....	14,463,106.58

Total.....\$ 63,498,010.41

#### LOSSES BY FLOODS.

The Chicago, Rock Island & Pacific, the Dubuque & Sioux City, the Chicago & Northwestern, and the Chicago, Milwaukee & St. Paul roads have suffered severely the past year by the most disastrous floods ever known in western Iowa, which swept away many miles of track and road-bed, disabled bridges, delayed traffic and seriously impaired the net revenues of the roads. The Illinois Central (Dubuque & Sioux City) reports "\$144,424 increase in gross earnings for July, and yet shows a loss of \$51,612 in net, caused by exceptional causes, operating expenses having been heavily increased by reason of large outlays for repairing damages on Dubuque and Sioux City occasioned by floods in the neighborhood of Cherokee and elsewhere in Iowa."

The Chicago & Northwestern sustained a loss of about \$125,000 on the Onawa branch, on the division west of Mapleton.

President Miller of the Chicago, Milwaukee & St. Paul in the annual report to June 30, 1891, in speaking of the increase of expenditures says: "About \$250,000 of the amount represents outlays to repair damage by floods in Iowa, in the early part of the year, which made it necessary to rebuild forty miles of road-bed and relay the track with new rails."

The Chicago, Rock Island & Pacific suffered from the same disaster, its road-bed running parallel with the Chicago, Milwaukee & St. Paul, a distance of eighteen miles from Neola to Council Bluffs. Its losses were light in comparison with those of the Chicago, Milwaukee & St. Paul.

#### ROADS IN HANDS OF RECEIVERS.

In 1887, the last year of railway rates (and rate-cutting) as put in by the roads, there were seven roads in Iowa in the hands of receivers. In 1891 there is but one, the Minneapolis & St. Louis, and from the report of W. H. Truesdale, receiver, of June 30, 1891, it is in a very healthy and prosperous condition.

In the Financial Chronicle of October 24th, we find the following regarding this road:

"The report of Mr. W. H. Truesdale, receiver, says: 'A gratifying increase in both freight and passenger earnings will be noted, due in great measure to continued growth of local business, and to a considerable extent, also, to the better maintenance of rates. \* \* \* The farming and business interests located along our line of road are prosperous and well-to-do. \* \* \* The physical condition of the road has been fully maintained, and it is in condition whereby, with a moderate increase of equipment, it would transport a much larger traffic efficiently and economically.'

"The receiver applied to the court in July for authority to purchase two hundred new box cars. Permission was granted, and a contract was made for delivery of that number of cars in August and September. The cost of them will be about \$95,000.

"During the year the court has from time to time ordered the payment of past-due coupons, with interest from date due until paid, aggregating the sum of \$217,860. Further payments from income on account of construction and other extraordinary expenditures have been made to the amount of \$269,293.

"Tons of freight carried in 1888-89, 787,123; in 1889-90, 882,615; in 1890-91, 956,044."

#### EMPLOYES.

The number of employees is 27,583, or 296 less than for 1890. This small reduction is entirely from loss of inter-State traffic. Notwithstanding it is diligently



sought by officials in high places to impress upon employes that their tenure of place is seriously threatened by the rates in force in Iowa, the truth is that not a single employe should ever have been discharged in Iowa for that reason, though the Commissioners' rates have been made a pretext for doing so. The through traffic from the west has been curtailed by short crops or diverted east via St. Louis or the northern lakes, greatly lightening the through business and the demand for train crews. And a pertinent fact right here is that while economy is talked about, and cutting down of salaries of the low priced men on the road still goes on, there has been no decrease in expenses,—but on the contrary an astonishing increase, which has served well one purpose,—the reduction of the net revenues on Iowa earnings, but no other. And yet Iowa earnings increase yearly, and Iowa tonnage grows larger continually.

The substitution of sixty and eighty ton engines, drawing cars with a capacity of 40,000 to 60,000 pounds, for twenty to forty ton engines and twenty-six and twenty-eight foot cars, carrying 20,000 to 30,000 pounds, has aided materially in reducing the number of train crews required formerly to move the same amount of freight.

Complaint has been made to the Commission by employes, informally, that in certain cases they are overworked to such an extent, that by loss of sleep and extra hours of continuous labor their energies are so exhausted as to render them comparatively unfit for duty, thereby endangering life and property. The anxiety for extra mileage is a great inducement for men to overtax themselves, and the frequent rush of business makes extra work imperative, with the limited number of men employed.

That there should be a limit beyond which the energies of employes should not be taxed, public policy and the welfare of employes demands, and if necessary to this end, the managers should be restrained, by legal enactment, from compelling overwork in train service in any department.

#### SAFETY APPLIANCES.

Under the provisions of chapter 18 of the laws of the Twenty-third General Assembly, all locomotives used in Iowa must be equipped with power-brakes on and after January 1, 1892; after January 1, 1893, all trains operated in the State must have "made up in them" a sufficient number of cars equipped with automatic or power-brakes to enable the engineer to control the train. After January 1, 1895, all cars used in Iowa must be equipped with automatic couplers. The pressing necessity for these safety improvements is evident from the reports this year of the increased number killed and injured in Iowa over 1890, as will be seen from the following tables:

#### ACCIDENTS TO PERSONS—IN IOWA.

CAUSE	EMPLOYES.		PASSENGERS.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling cars.....	13	242				
Falling from trains and engines.....	23	83				
Overhead obstructions.....	17					
Collisions.....	22		15		1	
Derailments.....	19		1		1	
Other train accidents.....	21	2	11		7	24
At highway crossings.....	8				15	13
At stations.....	16		4		5	7
Other causes.....	20	174	2	10	62	46
Total.....	82	601	5	80	91	92

#### RECAPITULATION.

	Killed.	Injured.
Employees.....	82	601
Passengers.....	5	80
Others.....	91	92
Total, 1891.....	178	773
Total, 1890.....	151	747
Increase, 1891 over 1890.....	27	26

#### EMPLOYES IN IOWA AND THEIR ANNUAL COMPENSATION.

OCCUPATION.	Number.	Total yearly compensation.
General officers.....	124	\$ 324,567.56
General office clerks.....	450	313,156.54
Station agents.....	1,211	740,883.06
Other station men.....	1,572	803,683.19
Enginemen.....	1,371	1,875,515.73
Firemen.....	1,477	987,991.87
Conductors.....	993	991,644.47
Other trainmen.....	2,085	1,230,534.89
Machinists.....	1,049	730,534.61
Carpenters.....	1,451	930,962.85
Other shopmen.....	3,026	2,063,392.07
Section foremen.....	1,587	866,572.70
Other trackmen.....	5,718	2,088,982.15
Switchmen, flagmen and watchmen.....	1,037	647,231.71
Telegraph operators and dispatchers.....	821	530,420.74
All other employes and laborers.....	2,348	1,129,468.37
Unclassified (Wabash Road).....	254	170,496.44
Total.....	27,583	\$ 16,175,410.55
General administration.....		\$ 680,000.00
Maintenance of way and structures.....		3,030,700.18
Maintenance of equipment.....		3,183,214.19
Conducting transportation.....		8,000,382.68



## EMPLOYEES IN IOWA AND THEIR ANNUAL COMPENSATION—COMPARED.

YEARS.	Number of employees.	Total yearly compensation.	Average yearly compensation.
1882	17,275	\$ 8,329,810.31	\$ 482.24
1883	27,112	13,164,288.07	485.24
1884	26,731	13,970,661.65	522.63
1885	25,696	13,628,067.66	531.01
1886	25,761	13,677,780.53	530.98
1887	29,086	15,146,234.84	520.70
1888	30,794	16,235,348.31	527.22
1889	24,642	14,212,500.27	577.17
1890	27,879	16,218,183.69	581.73
1891	27,583	16,175,410.55	587.51

## NUMBER AND COMPENSATION OF GENERAL OFFICERS FOR 1891.

YEAR.	NUMBER.	YEARLY COMPENSATION.	AVERAGE
1891	124	\$ 323,557.53	\$ 2,609.33

At the national convention of the Railroad Commissioners held at the offices of the Inter-state Commerce Commission, Washington, D. C., on May 28 and 29, 1890, the following resolutions were adopted:

"Resolved, That the respective states should require either directly by law, or indirectly through the instrumentality of their railroad commissions, each railroad corporation subject to their jurisdiction to place driving wheel brakes and apparatus for train brakes on every locomotive constructed or purchased by it, and train brakes upon every freight car hereafter constructed or purchased by it, and upon every freight car owned by it, the coupler or draw-bar of which is repaired by it, an automatic coupler of the Master Car Builders' type at each end of the car.

Resolved, That Congress either directly by law or indirectly through the instrumentality of the Inter-state Commerce Commission should take similar action."

Following up the position taken at this conference, the national convention held in Washington on March 3 and 4, of this year, after much discussion appointed a special committee to prepare resolutions upon this question. The report of the committee was as follows and was adopted unanimously.

"Resolved, First. That a committee of five be appointed by the chair to urge upon congress as soon as possible after the opening of the next regular session, the imperative need for action by that body calculated to hasten and insure the equipment of freight cars throughout the country with uniform automatic couplers and train brakes, and the equipment of locomotives with driving wheel brakes, and present and urge the passage of a bill therefor."

"Second. That the committee, before presenting the bill to the appropriate congressional committee be requested, after public notice, to give a hearing to accredited representatives of such organizations of railroad officials or employees as may desire to be heard."

"Third. That the secretary of this convention act as secretary of this committee."

Judge Cooley named the committee as follows: Hon. George G. Crocker, Massachusetts; Hon. James C. Hill, Virginia; Hon. Spencer Smith, Iowa; Hon. William E. Rogers, New York; Hon. John H. King, South Dakota. Hon. Edward A. Moseley became secretary by the terms of the resolution.

It will be seen that in the last adopted resolution the type of couplers was not specified, as was done in the resolution adopted the year previous, simply declaring for "uniform automatic couplers, train-brakes and drive-wheel brakes."

On February 28th, the committee held its first meeting at Washington City, perfected its organization by the selection of Hon. George Crocker of Massachusetts, as chairman, and prepared a list of questions to be sent to all of the railroads of the United States, viz:

1st. What is the total number of freight cars owned, leased or otherwise controlled by your company?

2nd. How many are equipped with automatic couplers?

3rd. State the kind of couplers used and the number of cars equipped with each kind.

4th. With what kind of coupler do you cause your freight cars to be equipped?

5th. How many freight cars have you equipped with train brakes? State the name of the brake used.

6th. How many locomotives does your road own, lease or control? State the number equipped with driving-wheel brakes.

7th. Please state in what way in your opinion the equipment of freight cars, with uniform automatic couplers, can best be hastened.

On November 10th and 11th the committee was in session in the Chamber of Commerce, New York City, and heard representatives from the American Railway Association, Brotherhood of Locomotive Engineers, Switchmen's Mutual Aid Association, Yardmasters' Association, Railway Employees' Association, Master Mechanics' Association, Order of Railway Conductors, Brotherhood of Railway Trainmen, Members of Safety Appliances Committee of American Railway Association, and others.

Of the roads responding to the questions sent out, sixty-nine representing 13,014 miles of road, favored national legislation; eighty-eight, representing 46,791 miles of road, favored voluntary action on the part of the companies; two, representing 139 miles, favored State legislation; seventeen, representing 11,916 miles of road, favored the Master Car Builders' type of coupler; ten, representing 4,830 miles of road, favored other couplers; fifteen, representing 9,418 miles of road, believed the matter still in the experimental stage, and 145, representing 38,986 miles of road, expressed no opinion as to the best means of bringing about uniformity. The Atchison, Topeka & Santa Fe and one other road, favored the Safford automatic link and pin coupler. The fact was developed that there are now in use about 1,200,000 freight cars, of which 200,000 are equipped with automatic couplers of various kinds of the Master Car Builders' type, and about 50,000 of other types. Of the 27,000 locomotive engines 17,000 are equipped with driving wheel brakes. About 100,000 freight cars are equipped with Westinghouse train brakes, and some 15,000 with other types. Advance figures furnished by Secretary Moseley, of the Inter-State Commerce Commission, showing the killed and injured, for the last fiscal year, were read as follows: For the year 1889, trainmen killed, 1,972; injured, 20,028; total, 22,000. For the year 1890, trainmen killed, 2,451; injured, 23,390; total, 24,841. An increase of killed and injured, 2,841, due to all causes.

Of these accidents, those due to the coupling and uncoupling of cars in 1889, killed 300, injured 6,767, total 7,067. For the year 1890, killed 369, injured 7,841, total 8,210, an increase of 1,143.

Falling from cars, year 1889, killed 493, injured 2,011, total, 2,504; for year 1890, killed 547, injured 2,348, total 2,905; an increase of 894.



The committee heard representatives of all the associations. Col. H. S. Haynes, president of the American Railway Association, speaking for that body, said that it has a standing committee on safety appliances that had gone through the same course of investigation as the committee now holding this session. They hoped to lessen the loss of life and limb. They represented 125,000 miles of road and had adopted the vertical hook type of couplers as their standard.

The railroad companies themselves had developed this type. His association had helped it along, but it was only within the last few years that something had been found to meet the requirements. The demand for this coupler was now almost universal. While it might not be the best thing, it was the best up to this time. Legislation calling for one kind of coupler would block progress. A million more cars to be equipped at twenty-five dollars each, meant twenty-five millions of dollars; all the coupler-makers of the country could not turn out over 200,000 couplers per year, and this equipment meant five years to replace the link and pin, to say nothing of repairs and new cars. The railroad companies would do it as fast as possible. Engine brakes are now put on practically all locomotives ordered. The freight train brake was not yet in the condition it ought to be for long trains. The air brakes cost twice as much per car as automatic couplers. It meant an outlay of \$50,000,000 to fully equip the rolling stock of the railways. That it is not claimed that the Master Car Builders' type is the best form that can be devised, but that it is the best that has been up to date, and the association does not feel that it can go further. That the railroads make a wider application of safety appliances in this country than they do in Europe, and in this particular case have devoted a great deal of time and money to the production of the type of coupler that has been recommended. On the Plant system there are now but two cars fitted with Master Car Builders' couplers, but there are one thousand cars under construction, each of which will be equipped with the Master Car Builders' type, and I am told that this is universal on new work, showing how rapidly this work is going forward. It is doubtful whether the capacity of all the coupler manufacturers in the country exceeds 150,000 cars a year. The truth is, said Col. Haynes, the companies are advancing as fast as possible where their mechanical and financial ability is concerned.

Mr. M. N. Forney, speaking for the committee of the Master Mechanics' Association, stated that the association which he represented was devoted to the mechanical development of railway rolling stock, and that for ten years this matter of a suitable coupler has been before the association, but the first actual steps were taken in 1884, when a committee reported to the association at Saratoga favoring the adoption of the vertical plane hook coupler, but it was not until 1887 that the contour lines were adopted by a two-thirds vote and a letter ballot. The owners of the patents on these contour lines surrendered their rights so that while there are numerous patents on the locking devices and details, the contour lines are free for all.

No one is prepared to say that the type adopted fulfills all the requirements. There is only one class of men who are perfectly satisfied, and they are the inventors. Hence any legislation enforcing the adoption would result in the use of something not complete and not altogether desirable.

Legislation should take the form of recommendations like the enactments of the British Board of Trade; it should provide for publicity, for recommendations, for acting as a sort of recording angel on the acts of railroad managers, and depend upon practical developments for the rest.

"It is safer for the present," said Mr. Forney, "to leave it in the hands of the railroads."

Mr. T. N. Ely, of the Pennsylvania Railroad, said that his company was putting these couplers and air-brakes on as fast as possible, and no law could hurry it any.

Vice-President E. B. Thomas, of the Erie Railroad, said that his company was going as fast as possible in both M. C. B. couplers and air-brakes, including cars repaired. In time they would refuse to have cars equipped with link and pin couplers.

Lucius Tuttle, New York, New Hampshire & Hudson, said that his road was advancing without legislation. All cars repaired had M. C. B. couplers put on all their new cars. All their engines were having air-brakes put on. The coupler subject was taking care of itself. All the cars in the country would be equipped in about five years.

Maj. E. T. D. Myers, president R. F. & P. R. R., spoke for the committee on safety appliances of the American Railway Association. They were doing all they could with both couplers and power-brakes. He thought legislation the wrong way to do it. Public opinion was more powerful. That all the Virginia roads were putting them on; also the roads south of there, and without legislation. "No improvements in transportation," said Maj. Myers, "had come from anything but public opinion; that the Janney coupler was born in Virginia, and the roads there put it in use before there was compulsory legislation anywhere."

C. W. Bradley, General Superintendent West Shore Railroad said that all their fast freight cars had air brakes and M. C. B. couplers. All his connections were putting them on. He would like to reject all cars without M. C. B. couplers.

Mr. Frank Sweeney, of the Trainmen's Mutual Aid Association said that the present varieties of draft irons were a great danger to switchmen. They could not educate themselves on the various appliances, there were so many. Something should be done to prevent the injury of switchmen. They were in favor of uniformity of height of cars. With the present mixture of couplings, cars had often to be stopped to pull the pins. With the M. C. B. type and a link it might fly either way in concussion. They wanted a uniform type of draw-bar.

Regarding legislation there should be something done to enforce the standard height of cars, and some steps should be taken, either by legislation or otherwise, bearing on this subject.

Mr. D. B. Sweeney of the Trainmen's Aid Association, favored the link and pin type. The vertical hook was too dangerous. They had to go between the cars to open the knuckle. The uncoupling apparatus was always broken. With the link and pin they knew when a car was cut, but when they threw up the lever they could never tell whether it would open or not. There was nothing better than a link and pin. Besides, said Mr. Sweeney, it is still necessary to go between the cars to open the knuckle, even when in good condition, and they will not couple on curves.

Mr. John H. Hall of the United Order of Railway Employees and editor of the Switchmens' Journal, described vividly the duties of yard switchmen, and the difficulties they labored under. Something should be done for them. The railroads were, he thought, doing all they could for them. He had many years' experience in yard work and preferred the link and pin. The conditions under which these men worked were getting worse, and legislation was necessary unless the railroads accomplished more. A greater number of men were hurt every year. If nothing but vertical planes were used they would still have to go between the cars,



they were out of order so much. He believed the link and pin could be as automatic as the vertical plane. Yet if all cars had vertical plane couplers the condition would be a thousand times better than they were to-day. The switchmen favored uniformity.

Mr. A. D. Shaw, of the Yardmasters' Association, favored automatic couplers and uniform length of drawbars and cars. There were too many good drawbars and too much mixture of good and bad.

Mr. Heberling, of the Switchmen's Aid Association, said that they favored a uniform link and pin type of a uniform drawbar, anyway. If two cars of the M. C. B. type were set together without opening the knuckles, they were sure to break. Give them a uniform drawbar of some kind and it would save the lives of many men.

Mr. Roach, of the same association, followed, speaking of the danger of coupling the link and pin with the M. C. B. type. All of the new type of couplers were a detriment and an annoyance to the switchmen.

J. T. Chamberlin, master car builder of the Boston & Maine, said that their employes, who had spoken, knew better what was wanted than the officers. The men of his road all favored the link and pin type of coupler. The vertical plane drawbars had broken badly on his road, and now they had none.

William McWood, of the Grand Trunk, said that personally he was opposed to the vertical plane type. The switchmen's views coincided with his. He did not think the M. C. B. type gave good satisfaction. The pin still remained, and if it became bent the knuckle would not work. Neither were the knuckles interchangeable, which was a serious objection. More satisfaction and better results could be had from a good automatic link and pin coupler.

G. W. Rhodes, master car builder of the Chicago, Burlington & Quincy Railroad Company, was of the opinion that they should not make haste too quickly, and while we may not feel warranted in giving an unqualified endorsement to the type that has been adopted, still it does seem to be the best that has as yet been devised. The Chicago, Burlington & Quincy Railroad Company has paid the closest attention to the coupler question, just as it did to the brake matter in 1887. It has paid out money freely in the development of safety appliances, and feels that there is no need of legislation to coerce it into the adoption of the coupler or of automatic brakes. At present there are in course of construction for the road twenty-five hundred cars, of sixty thousand pounds capacity, which will be equipped with M. C. B. couplers, and air brakes.

Hon. L. S. Coffin closed the hearing, appealing in the name of the associations represented by him for positive legislation, compelling the adoption of the M. C. B. coupler and train brakes.

The committee will probably have a meeting in Washington in December for formulating a bill and presenting the facts developed to the proper congressional committee.

The lines reporting to this board had, in 1890, 2,445 locomotives equipped with power-brakes, 6,658 freight cars equipped with train brakes, and 5,557 cars equipped with automatic couplers. On June 30, 1891, there were 2,872 locomotives equipped with brakes, 11,821 freight cars equipped with train brakes, and 14,994 freight cars equipped with automatic couplers.

The transition period between the link and pin and the automatic safety coupler is being safely passed, and the above showing is encouraging, and must be reasonably satisfactory to those who are interested in this very important branch of rail-

roading, and it is confidently hoped that a great saving of life and limb may follow the universal adoption of safety appliances in the operation of trains.

#### INCREASED FACILITIES.

The reduction in grades, curvatures, etc., the increase in weight of locomotives and size of cars, and also in speed of trains, have met a rapidly increasing demand, and fully justify the reductions in freight rates which have been reluctantly made.

Ten years ago eighteen to thirty ton engines were generally in use; to-day thirty to sixty, and even eighty-ton locomotives, and heavier; twenty-six-foot cars, with a maximum of 20,000 pounds, were general, which are now largely supplanted by thirty-four and thirty-six-foot cars, with a tonnage of 40,000 to 60,000 pounds. In the Iowa Commissioner's report for 1885, page 20, we read: "The speed of freight trains varies from ten to sixteen miles per hour." To-day they are run at a rate of twenty to thirty-five miles per hour. At a railway meeting at New York, November 10, 1891, a representative of the Chicago, Burlington & Quincy, stated that his company is having constructed 2,500 sixty-thousand-pound cars, for use on their lines in the west, fully equipped with automatic couplers and Westinghouse brakes.

The Cincinnati *Times-Star* of recent date contains a very pertinent article on this subject, which we quote:

"It now costs only about one-fifth as much to send a bushel of wheat from Chicago to New York as it cost in 1857, thirty-four years ago. In 1857 it cost just 25.29 cents a bushel for the wheat buyer in Chicago to lay down the product in the New York market. The rate has now fallen to 5.85 cents. This rate is by the lake and canal route. By the lake and rail route the rate is 8.50 cents and by all rail 14.31 cents. The all rail rate, as late as 1868, was 42.60 cents a bushel. Now, while these tremendous reductions have been made on freight, what has been done for passengers? Has any one heard of any material reduction in through passenger rates? The cost of transportation to the transporters themselves has not been reduced any more on freight than on passenger service. If there is still left a profit on the freight rates named, why should there not be a profit for the transporter after there has been a horizontal reduction in passenger rates? Railroads prove by their tremendous annual excursions to distant points that there is a profit in carrying passengers at prices that seem ridiculously low. If low rates prevailed it is plain that there would be many more passengers. We have shown in these columns that in Austro-Hungary passenger rates obtained on railroads are but a small fraction of those which railroads charge in this country, and Austro-Hungarian railroads pay dividends. It is hard to see why, if the railroads can afford to divide their freight rates by three or four or five, in a period of about thirty years, they should not, at least, divide their passenger rates by two. If they can do a profitable business on one-third or one-fourth the old freight rates, they certainly ought to grow fat on passenger rates half as heavy as they were thirty or more years ago."

The possibilities of improvements in railway construction and management are as great for the future as the past. The following conversation between two prominent railroad magnates recently, outlines one of the probabilities of the near future in railroading:

"The railroad of the future will be very different from the present day arrangement. Electricity," one of them said, "will take the place of steam as surely as steam took the place of horse power. The result will be a cheapening of expenses, lower rate and better time. Edison is working on a three track railroad that is so near complete that patent rights have been applied for, and I expect to see inside of ten years trains leaving the Grand Central Depot using as a motor power that most wonderful of discoveries—electricity. The Cincinnati, Lebanon & Northern has already considered the advisability of placing electric cars on their line."



## ROAD-WORK BY CONTRACT.

The great Pennsylvania Railroad is about letting out to contractors its work of maintaining road-bed, etc., instead of the system of a section boss and gang for each section of road. The road is divided into sections of seven miles each let by contract to lowest responsible bidder, the contractor to be responsible to the company and to employ and pay his own men. This experiment will be watched with great interest by the railroad men of the country.

## TONNAGE CROSSING THE MISSISSIPPI RIVER DURING YEAR ENDING JUNE 30, 1891.

ROAD.	Location of bridge.	East bound number of tons.	West bound number of tons.	Total.	Increase of east bound over 1890.	Increase of west bound over 1890.	Decrease of east bound over 1890.	Decrease of west bound over 1890.
C. & N. W.	Clinton	1,091,541	579,672	1,671,213			184,800	77,068
*C. B. & Q.	Burlington							
C. M. & St. P.	Sabula	984,170	815,485	1,799,655	51,964	100,353		
C. M. & St. P.	McGregor	267,707	223,366	491,073	19,063	3,135		
C. R. I. & P.	Davenport	1,084,670	745,664	1,830,334			1,644,060	657,909
C. St. P. & K. O.	Dubuque	498,347	233,489	731,836		5,189	29,496	
*C. Santa Fe & O.	Ft. Madison	359,709	286,502	646,211				
D. & S. C.	Dubuque	346,337	226,644	572,981	18,231	48,581		
Iowa Central	Keithsburg	168,755	127,891	296,646	3,844	37,447		
T. P. & W.	Keokuk	21,506	22,540	44,046		324	1,730	
T. P. & W.	Burlington	4,944	56,487	61,431		4,528	276	

\* No report last year.

## TONNAGE CROSSING MISSOURI RIVER DURING YEAR ENDING JUNE 30, 1891.

*C. B. & Q.	Neb. City							
*C. B. & Q.	Plattsmouth							
C. R. I. & P.	Council Bluffs	97,265	204,165	301,430			59,068	145,337
C. St. P. M. & O.	Sioux City	126,600	176,458	303,058				
S. C. & P.	Blair	40,322	104,023	144,344			38,384	50,996
Union Pacific	Council Bluffs	422,061	732,878	1,154,939	47,066	156,479		

\* No report.

The statistics on interstate business are incomplete from the failure of the Chicago, Burlington & Quincy Railroad Company to report. The roads reporting show a decrease in tonnage over 1890 of 2,715,310 tons, not reckoning the Chicago, Rock Island & Pacific tonnage at Council Bluffs. The tonnage over the Chicago, Burlington & Quincy bridges at Plattsmouth and Nebraska City has decreased largely the past year, on account of short crops in Nebraska and Kansas, and a diversion of the traffic to other routes north and south, and a safe estimate would probably show as large a loss as over the Chicago, Rock Island & Pacific. From tabulated compilations, the following gains and losses in tonnage are ascertained:

The Chicago & Northwestern returns a decrease for 1891 over 1890 of 261,863 tons, of which 184,800 tons was on east bound business and 77,068 on west bound.

The Chicago, Milwaukee & St. Paul reports an increase over 1890 of 51,964 tons on west bound traffic, and a loss of 100,353 tons on east bound over the bridge at Sabula; and an increase of 19,063 tons on east bound and 3,135 on west bound over bridge at McGregor, a net loss on interstate traffic of 26,191 tons.

The Chicago, Rock Island & Pacific returns show a loss over 1890 of 1,644,060 tons of east bound freight, and 657,909 west bound, a net loss of 2,301,969 tons on traffic passing over the bridge at Davenport; while the tonnage over the bridge at

Council Bluffs shows an additional loss over 1890 of 59,068 tons on east bound, and 145,337 tons on west bound.

The Chicago, St. Paul & Kansas City reports a gain over 1890 of 5,189 tons on west bound freight over bridge at Dubuque, and a loss of 29,496 tons on east bound, net loss 24,307 tons.

The Dubuque & Sioux City shows an increase over 1890 of 18,231 tons on east bound freight, across bridge at Dubuque, and 48,581 on west bound, net gain of 66,812 tons.

The Iowa Central reports a gain over 1890 of 3,844 tons on east bound business across bridge at Keithsburg, and 37,447 tons on west bound, net gain, 41,291 tons.

The Toledo, Peoria & Western reports tonnage crossing bridge at Keokuk, 1891 over 1890, an increase of 324 tons on west bound freight, and a decrease on east bound of 1,730 tons, net loss, 1,406 tons; across bridge at Burlington an increase of 4,528 tons on west bound and decrease of east bound of 276, net increase, 4,252 tons.

Chicago, St. Paul, Minneapolis & Omaha, total tonnage bridge at Sioux City in 1890, 394,373 tons, 1891, 303,058 tons, a net loss of 91,314 tons.

Sioux City & Pacific at Blair, increase over 1890 of west bound tonnage, 38,384, decrease on east bound over 1890, 50,996, net loss, 12,612 tons.

Union Pacific at Council Bluffs, increase of west bound tonnage over 1890, 47,066; decrease on east bound, 156,479, net loss, 109,404 tons.

Total loss of tonnage	2,827,665 tons.
Total gain of tonnage	112,355 tons.
Net loss	2,715,310 tons.
Chicago, Burlington & Quincy estimated loss	2,500,000 tons.
Total	5,215,310 tons.

## PASSENGER AND FREIGHT TRAIN MILEAGE FOR IOWA.

Number of passengers carried earning revenue	6,660,659
Total passenger earnings	\$10,915,693.13
Passenger earnings per mile of road	901.18
Number tons of freight carried earning revenue	12,917,930
Total freight earnings	\$19,322,563.96
Freight earnings per mile of road	2,296.71
Passenger and freight revenue	\$25,402,124.05
Passenger and freight earnings	26,912,399.89
Gross earnings from operation	27,765,966.36
Expenses	\$18,406,177.40
Mileage of loaded freight cars, north and east	100,573,157
Mileage of loaded freight cars, south and west	94,337,491
Mileage of empty freight cars, north and east	33,071,397
Mileage of empty freight cars, south and west	30,529,380

The above table does not include the Chicago, Burlington & Quincy, Chicago, Burlington & Kansas City, Kansas City, St. Joseph & Council Bluffs, St. Louis, Keokuk & Northwestern, Chicago, Rock Island & Pacific, and Wabash, all of which fail to make any report for Iowa.



## EXCESS BAGGAGE CHARGES.

Official reports from most of the companies doing business in the State show these charges to be based upon twelve per cent of the regular passenger fare for each one hundred pounds of baggage in excess of the limit allowed; some companies charge fifteen per cent, and at least one company, twenty per cent of the first class unlimited ticket rate.

Occasional complaints of these charges have been made to the Board, usually by that class of men whose line of business compels the carrying of samples in cases so large as to bring their weight outside the prescribed limit, in some instances the amounts paid for handling excess baggage being thirty-eight per cent more than the amount paid for railroad fare.

Sixteen out of thirty-four companies report the total amount collected from this source, including storage of baggage, as \$91,536.03, compared with \$96,758.06 for last year.

The following roads either make no report for Iowa on this subject or combine the information with some other item in such a way as not to show separately the revenue thereby obtained, to-wit: the six roads comprising the Chicago, Burlington & Quincy system, the Humeston & Shenandoah, the Des Moines & Kansas City, the Wabash, the Tabor & Northern and the Chicago, Rock Island and Pacific.

The amounts returned by the companies making reports indicate that had all roads reported on this point the total income therefrom would have been much larger.

## THE QUESTION OF JURISDICTION.

In the mandamus suits brought to enforce the orders of the commission in the joint rate cases, defendants have obtained transfer to United States courts. On motion of the attorney general these have been remanded by the United States circuit courts, as matters belonging exclusively to the State courts. From these decisions the roads have appealed to the United States supreme court, where the cases are now pending.

One of the clearest and most comprehensive decisions on the question of jurisdiction, is that of Judge Shiras, in the "Dubuque switching case," of *E. J. Little, of Lima, Ohio, vs. the Chicago, Milwaukee & St. Paul Railway Company*, in which the question of jurisdiction is fully covered, the court holding that "the matter of the proceeding originally brought in the district court of Dubuque county is not within the federal cognizance, and the motion to remand must be sustained." The decision is given in full in another place in this report.

## GOVERNMENT CONTROL OR OWNERSHIP.

The advanced ground taken by the State and Interstate Commissioners on the subject of statutory control of railways is re-assuring to that large class of people who are opposed to government ownership, and yet feel that the authority thus far delegated to the Interstate Commissioners is so limited and their power to enforce their orders so feeble, as to be entirely inadequate to the demands, and to serve as an excuse for many to urge that government ownership alone will solve the railway problem.

## CONGRESSIONAL LAND GRANTS.

The Chicago, Milwaukee & St. Paul Railway Company received from Congressional grants 372,453.27 acres. One thousand acres are yet to inure to the com-

pany. They have sold or contracted for sale 372,227.50 acres at an average price of \$4.90 per acre; they received from sales \$1,819,544.74, and there is still unpaid \$29,930.35. Gross amount received by the company to June 30, 1891, \$1,987,116.82; expense of sales \$150,053.59, taxes paid on lands \$32,422.10, amount realized above expenses and taxes \$1,601,766.59.

The Chicago, Burlington & Quincy Railroad Company made no report for the year ending June 30, 1891, on the subject of land grants. Its report for the year ending June 30, 1888, is as follows:

Received from Congressional land grants 358,424 acres; sold 354,561.23 acres at an average price of \$11.79 per acre. The amount received from sales, principal and interest, is \$3,946,421.85; amount unpaid on outstanding contracts is \$247,630.36; the gross amount received from sales, contracts, forfeited contracts and miscellaneous sources up to June 30, 1888, was \$5,829,165.34. The amount expended in the sale and management of the lands was \$693,133.75, amount of taxes paid upon the lands was \$265,141.47. The amount realized from the sale of lands above expenses incurred in their management and in taxes is \$4,870,890.12.

The Chicago, Rock Island & Pacific Railway Company has received from Congressional grants 550,193.51 acres. The amount yet to inure to the company is "uncertain, but small." Average price per acre of lands sold or contracted for \$8.81, number of acres sold 547,173.83. Amount received from sales \$4,698,588.99; amount unpaid on outstanding contracts \$154,709.97. The gross amount received from sales, contracts, forfeited contracts, etc., including interest up to June 30, 1891, \$5,796,639.69; amount expended in sale and management of lands, \$294,352.04; amount of taxes paid on lands, \$615,027.35; amount realized from sale of lands above the expenses incurred in the management and taxes, \$4,887,260.30.

The net amount realized from Congressional grants by the three companies above named is:

Chicago, Burlington & Quincy (report of June 30, 1888).....	\$ 4,870,890.12
Chicago, Milwaukee & St. Paul.....	1,601,766.59
Chicago, Rock Island & Pacific.....	4,887,260.30
Total.....	\$11,359,917.01

## NATIONAL MEETING OF COMMISSIONERS.

A conference of Interstate and State Commissioners was held at Washington, D. C., March 3, 1891, attended by Commissioners Smith, Luke and Campbell, of the Iowa Commission. Twenty-one States were represented by their commission. The five Interstate Commissioners were in attendance, with leading railway men and accountants, etc., from different sections of the country.

Hon. Thos. M. Cooley was called to preside, and delivered a very able and lengthy address on the "railway problem." We give below extracts from it on some of the leading railway questions of the day.

Speaking of the disposition to build roads where there is no legitimate demand for them, there is great force in the following, which is especially applicable to a half dozen or more roads in Iowa:

"In every section of the country instances may be pointed out of roads which have been built without any legitimate demand for them whatever, so that the money invested in them has, for the most part, been as completely wasted as if it had been sunk in the sea. Either there has been no sufficient traffic that at fair rates would support them when built and keep them in suitable condition, or the traffic of the region which must support them, was already so far provided for



that a new road could only come in as a disturbing factor, to render those already in existence unprofitable, or to force itself upon them as a marketable commodity under circumstances which would be considered as little less than the levying of blackmail."

Commissioner Cooley argues very forcibly in favor of the railways of the country trying reduced passenger rates, instead of frequent excursions, believing it would result in increased business and large revenues. He says on this point:

"The manner in which advantage is taken of the exceptions of the statute in order to avoid charging the regular rates, also has a tendency in the direction of showing that the regular rates are higher than they should be. Thus the statute in forbidding discriminations in passenger carriage, makes exceptions for the case of excursions; and how diligent some roads are in finding excuses for excursions in which they are to carry the passengers for a mere fraction of the customary rates, is well known to us all. The excuse advanced may be that thereby they create business which would not otherwise come to them; that they gain favor by giving special accommodation to communities or societies, at particular times and on special occasions, and so on; but we have a right to presume that they nevertheless expect to make and do, as a general fact, make some profit on every such occasion, except when calamities befall them through the accidents which are much more likely to attend special trains, running on unusual time, than the regular trains. A person investigating the subject with a view to reaching the underlying reasons for the action, would be very likely to inquire why, instead of manifesting great anxiety to increase the number of occasions for exceptional trains carrying passengers below the regular rates, the company does not make the regular rates as low as can reasonably be afforded, and thereby invite the public to make excursions, not on special occasions merely, but continuously; thus increasing the aggregate passenger traffic though taking it by the ordinary and safe trains, as the railroads of some foreign countries have done without loss by a similar reduction of rates."

Commissioner Cooley is especially severe on the leading railway managers of the country, for the recklessness and dishonesty practiced in their efforts to obtain a share of the business of the country for their respective roads. Here are a few of his burning words on this point:

"This, then, is the 'railroad problem'; there are mischiefs in railroad service that are outside of it, but we distinctly indicate the main source of difficulty when we place our finger upon the power as it exists now, to make and unmake the rates for passenger and freight transportation. So long as five hundred bodies of men in the country are at liberty to make rate sheets at pleasure, and to unmake or cut and recut them in every direction at their own unlimited discretion, or want of discretion, and with little restraint on the part of the law except as it imposes a few days' delay in putting changes in force, the problem will remain to trouble us; the mere existence of the power making losses, disorder and confusion constantly imminent."

Judge Schoonmaker, of New York, ex-Inter-State Commissioner, read a very able paper on "Discriminations from the Use of Private Cars," such as improved style of tank and stock cars for carrying oil and turpentine, live stock, etc. The evils attending this practice have grown to be very great. A single railroad company, as shown by its official report in 1889, paid car mileage to sixty-five different companies and firms owning cars, of which fifty four were shippers, and the balance fast freights. The magnitude and expensiveness to the carriers of this growing evil are portrayed by Judge Schoonmaker as follows:

"Investigations made by the Interstate Commerce Commission at different times have disclosed to some extent the very large sums received by shippers as mileage for the use of such cars. By an investigation made in 1889 it appeared that on a single line of road between Chicago and an interior eastern point—a distance of 470 miles—refrigerator cars owned by three shipping firms made in nine months, from August 1, 1888, to May 1, 1889, 7,428,406 miles, and earned for mileage

\$72,945.97, being about \$8,112 a month or substantially at the rate of \$100,000 a year.

"By another investigation, made in 1890, it appeared that private stock cars to the number of 250 had been used upon a line made up of two connecting roads between Chicago and New York, beginning with one hundred and fifty cars on September 1, 1888, increased thirty more a month later, twenty more another month later, and reaching the total of two hundred and fifty in June, 1890; that the cars altogether had cost \$156,500, and had earned for mileage in two years, from September 1, 1888, to September 1, 1890, \$205,582.68; that the entire expense to be deducted during that period for car repairs and salaries for their management was \$34,050.48, leaving net revenue to the amount of \$171,532.20, being an excess of \$15,032 above the whole cost of the cars. The cars were therefore paid for and a margin besides in two years, and thereafter, under the same arrangement with a corresponding use of the cars, an income of upwards of \$100,000 a year was assured on an investment fully repaid or in effect on no investment whatever.

"It is obvious what advantages to a shipper furnishing cars such a revenue from their use affords him over a competitor shipping in cars belonging to the carriers. The latter pays the transportation charges in full. The former is reimbursed for a considerable part of these charges by the mileage received. If both sell in the same market and at the same price the shipper owning the cars makes a profit greatly in excess of the other, or, by reason of his combined business as car-owner and shipper, can undersell his competitor."

One of the most interesting documents read before the Convention was the report of the Committee on Reasonable Rates. Three years ago, when the Iowa Commissioners attended the first of these Inter-State Conventions, fresh from their field of labor and experience in making rates under the railway legislation of Iowa, they were looked upon as radical by many of the eastern commissioners, and regarded as "extremists," but they were fully vindicated this year by the report of this Committee, and the subsequent action of the Convention, both of which took advanced grounds in favor of State and National control.

The report of that Committee was prepared by its chairman, Judge Fleming, Commissioner from Kentucky, and in a very complete and able manner discussed the following questions, to-wit:

I. Is the question of a reasonable rate under the decisions of the Supreme Court necessarily a judicial question?

II. What is the best standard of a just and reasonable rate? What elements should be considered in determining the reasonableness of a rate?

III. What legislation on the subject is desirable?

Upon the first question we quote the following from said report:

"At common law a common carrier was entitled to charge a reasonable rate, but it was competent for the king or parliament to determine by license or by statute what was reasonable. In the absence of limitation in the grant the question was left for the courts to determine. This common law rule seems to have been followed in this country.

"In the absence of all legislative regulation upon the subject, either by general law or by charter, a railroad company is entitled to charge a reasonable rate for passenger and freight travel and traffic, and in such case it is for the courts to decide what is reasonable. (*Chicago, etc., R. R. Co. vs. Iowa*, 93 U. S., 161.; *W. & St. Paul vs. Blake*, 94 U. S., 80.)

"When the legislature, either by charter or general law, gives the right to charge a reasonable rate in the absence of other legislative provision, the question of what is a reasonable rate, is a judicial one, although the statute authorizes a Board of Commissioners to fix a schedule. (*Chicago, etc., R. Co. vs. Minn.*, 134 U. S., 459.)

"But, in the absence of contractual rights to the contrary, it is competent for the legislature itself, or by Board of Commissioners, to fix maximum charges, and railroad corporations will be bound by such maxima. (*Stone vs. Farmers' Loan & Trust Co.*, 116 U. S., 337, and numerous other cases.)"



Then follows a full discussion of a long line of judicial decisions, and the following then occurs:

"In view of all the authorities, your committee has no hesitation in answering in the negative the question: 'Is the reasonableness of a rate necessarily judicial?'"

"In the face of the long line of decisions upon this subject we think that this question would not, at this day, be mooted, but for some expressions of the Supreme Court in the Minnesota case, to which, in the judgment of your committee, too much importance has been attached, if, indeed, they have not been misunderstood.

"What is the Minnesota case? Under a statute which, in effect, authorized the Board of Commissioners to fix a schedule of equal and reasonable rates, the Board, without being required to give the railroads any notice whatever, fixed the schedule and undertook to enforce the rate by judicial proceeding. The State courts held that the rates so fixed were binding on the roads and the courts. The Supreme Court of the United States held, on appeal, that such a statute, so construed, was unconstitutional. In effect the latter court holds that the authority delegated to the Minnesota Commission was not absolute, but limited to a schedule reasonable to the railroads as well as to the public; that under the statute itself any rates fixed by the Commission, not thus reasonable, were *ultra vires*, as without the jurisdiction, and that to compel the railroads, without a legal opportunity to be heard, to submit to rates so established, would not be due process of law. The canon of construction in such cases is that the statute must be judged, not by what is done, but what must be done, under it, and, as here there was no legal provision for the railroads to be heard by the Commissioners, as the discretion of the Commission was limited by the statute itself, and, as the railroads were cut off from all inquiry as to whether the limitations so imposed had been exceeded or not, the majority of the court thought the grounds were made out showing want of due process of law. Any views expressed beyond this may be regarded as *obiter dicta*. In this view of it the Minnesota case is easily reconcilable with the Granger decisions.

"The power of legislative control is not, however, without limit. The power of the British parliament is not the test of legislative power in this country. Here the power of sovereignty, which, according to Chief Justice Taney (5 How., 583), is inherent in every government, and which is 'the power to govern men and things,' is not arbitrary or despotic, but restrained by constitutional limitations. In several of the later cases the supreme court, in sustaining the exercise of the right of public regulation, have expressly used words of qualification to which some meaning must be given. 'This power to regulate is not a power to destroy, and limitation is not the equivalent of confiscation \* \* \* the State cannot require railroads to carry without reward; neither can it do that which in law amounts to taking of private property for public use without just compensation, or without due process of law' (*Stone vs. Farmers' Loan and Trust Company*, 116 U. S., 331.) These qualifying terms have not as yet received practical application at the hands of the supreme court. As that, from time to time, is done, the boundaries of legislative power will be more and more clearly defined. It is too clear to be disputed that there is no power on the part of the State to assume the ownership of the private property of railroads without compensation, and that the private capital or property involved is absolutely sacred. But this is not inconsistent with the right of public control of the use of that property while affected with the public interest. The private property rights and interests of railroads are assured of constitutional protection, but this does not extend to the franchises received by them as trustees for public benefits. The franchises must ever remain as within the acknowledged power of government to resume or subject its exercise to supervisory direction and control in the interest of the public. We take it, also, that railway companies cannot be prevented from earning enough to pay operating expenses and to provide for the proper maintenance of the track and necessary accommodation and equipments for the public; in addition, we suppose some profit must be allowed. Some provision must be made to enable all railroads to meet their liabilities as common carriers. This much, the public interest, upon which rests the power of control, seems to demand.

"Judge Brewer, now of the supreme bench, in the case of *C. & N. Ry Co. vs. Dey*, 35 Fed. Rep., 879, held that 'the rulings of the supreme court imply that the

legislature may reduce railroad rates until only a minimum of compensation is secured to the owner,' and declared the rule to be this, viz.: 'That where the proposed rates will give compensation, however small, to the owners of the railroad property, the courts have no power to interfere. Appeal must then be made to the legislature and the people.' The learned judge added, however, that compensation or reward implies three things, payment of cost of service, interest on bonds and then some dividend."

"Within the boundaries indicated there is ample scope and jurisdiction for legislative action and inside those limits when that jurisdiction is exercised it is believed upon principle and authority that the action of the legislature or its duly authorized agents, is final and conclusive. This position may be in apparent conflict with some language used in the Granger cases upon the one side and in the Minnesota cases upon the other. From the Peik case (94 U. S., 178), it might be inferred that the legislative right of control is wholly without limit; that the question of rates, whenever the legislature chooses to make it so is necessarily and exclusively a legislative one. From the Minnesota cases it might be supposed that the question of rates regardless of legislative action is always and necessarily a judicial one, but the language must be construed with reference to the facts of the particular case in which it is used.

"In the Granger cases the question was whether the legislature could, by general law, regulate rates at all. In the Minnesota case the question was whether a schedule of rates, made by a commission under a power to fix equal and reasonable rates, without the right on the part of the roads to be heard, either before the commission or the court, was due process of law. There is no suggestion in the opinion rendered in the Minnesota cases of any intention to overrule the Granger cases; and in the language of the supreme court (*W. Ry Co. vs. Ill.*, 118 U. S., 570), 'it is difficult to believe the court conscientiously intended to overrule the former cases without any reference to it in the opinion.' Moreover, the separate opinion of Justice Miller, one of the concurring judges in the Minnesota case, expressly reiterates the doctrine of public control.

"We conclude, therefore, that neither of the extreme views suggested is correct. The truth oftenest lies in the middle. On the one hand railroads have rights in the matter of rates which the legislature is bound to respect. They are useful and necessary institutions. They are agencies of the State, it is true, but the public would not be benefitted by striking down these great enterprises or crippling them so as to prevent their accomplishing the ends for which they are created. It would startle not only the judicial but any fair and honest mind to assert that under our system of laws 165,000 miles of road, employing, according to Mr. Poor's estimate, directly and indirectly, about two million men, representing, with their families, nearly one-seventh of the population of the United States, earning nearly one billion dollars, and carrying annually 472,171,343 passengers and 539,639,583 tons of freight, are so absolutely at the mercy of legislators, however swayed by passion or fury, as to be liable to legal confiscation. Railway corporations have necessary public functions, important corporate duties to perform, the discharge of which the State may compel by law. Means are required to fulfill this great public trust and it follows as a corollary to the proposition stated that they are entitled to some reward. They are common carriers and it is the reward to which they are entitled that renders them liable as such for personal injuries and damages to property carried. Without such reward their liability for such injuries and damages must necessarily cease. It is not to the interest of the public that railroads should be absolved from such responsibility and obligations; hence it is that the shield of the constitution is placed over them; but, on the other hand, this shield can not be turned into a weapon of danger or injury to the public. Money is power. Already the amount collected from the people by the railroads is, in round numbers \$5,000,000,000 while the stock and bonded indebtedness is \$10,000,000,000. The mileage and capitalization of railroads are doubling almost each decade. Every year the tendency to the consolidation of this enormous capital is greater. Free from the restraint of legislative power, it is not impossible for the few who represent these great corporations, by increase of rates, to levy a tribute upon the commerce and agriculture and travel of the country, additional to that now exacted, larger than the total income of the government of the United States raised for all purposes.



Such power in the hands of ambitious and unscrupulous men would be dangerous to the republic. We need look no further for ground upon which to base the right of public regulation than that which is to be found in the maxim, '*Salus populi suprema lex.*'

"The right of control is based, not only on the principle of sound public policy, but upon the deeper foundation of public necessity."

Upon the second question as to what is the best standard of a just and reasonable rate, and the elements to be considered in determining the same, the said report after a full discussion, contains the following:

"From what has already been said, it is evident that no satisfactory definition of what constitutes a reasonable rate can be given in abstract form. It has been well said that it is easier to determine whether a particular rate is unreasonable, than to give an actual definition of the term itself. The important underlying principle which has been styled the 'golden rule of rates,' is that the rate must be reasonable, as far as may be, to all parties concerned—that is, to the shipper and producer, to the railways and to the public. The rule formulated by the Prussian authorities is that

"1. The tariff should be clear.

"2. It should be equitable.

"3. It should not produce bad indirect effects.

"4. It should not give opportunity for corruption.

"The Board of Railway Commissioners of Minnesota states its principles as follows:

"1. Transportation of persons and property without discrimination as to persons or places.

"2. Safe conveyance of the same.

"3. The best service the system is capable of.

"4. The cheapest transportation that is compatible with these things and is just to the companies doing the service.

"These propositions are to be commended. They are put in their true relations. To meet the sense of justice of the American people rates must conform to them. Efficiency first, necessary earnings consistent with the rights of others, afterwards, is the proper basis.

"The views of the Iowa Railway Commission are thus expressed: 'From the standpoint of the carrier it is needless to make a rate less than fair and reasonable. The Commissioners will labor for reasonable rates, insisting, as against the carrier, that they shall not be more than fair and reasonable and, as against the shipper, that they shall not be less than reasonable.' The trouble with this rule is that it does not go far enough. A railroad should not be made to bear or assume losses resulting from the improvidence, mismanagement, or unprofitable employment of others; nor should the shipper be required to pay for ill-advised investments or gross mismanagements of railroads, nor to make profitable, at once, investments that were intended, or that should have been intended, to wait upon the future. Between the opposing interests of railways and shippers there oftentimes arises an irrepressible conflict. In such cases what, under the Iowa rule, is to be done? Evidently some other chart must be looked to in this sea of troubles. The interests of the producer are entitled to some consideration. The public interests also are to be consulted. It may generally be assumed that where the rate can be made satisfactory to both shipper and railway, it will be fair to the public; but where this cannot be done, whether the solution lies in the way of compromise between the demands of the two parties directly interested, or in adopting the views of one or the other, may best be determined by regard to the interests of the public at large; for underneath, around, and over all, is the public weal, by which all other interests must be controlled. It is to be kept in mind that railways are the agencies of the State, and the State is the guardian of no particular interests, but the interests of all. To this the axiom 'extremes meet' is applicable. In the long run, what is best for the public is best also for the railroads and the shipper. So it has transpired that when the State has prescribed rates which were regarded at the time as ruinous by the railroads, experience has proved them the most remunerative in the end.

"Into the final determination of the reasonableness of rates manifold considerations must enter—cost of service, mileage, nature and number of gradients and

curves, cost of construction, operating expenses, amount and regularity of traffic to and fro, gross and net receipts, value of railroad property and of freight hauled; management, whether economical or expensive; competition, future as well as present prospects, trouble, expense and risk. These are some of the elements which enter into the consideration. The laws of trade, the necessities of business, the lessons of experience, the interest of the producer, the shipper, the railway, and the public, have all to be consulted, and at last, the conclusions reached may be at fault. They may not be entirely satisfactory to the tribunal forming them, for in the nature of things there can be no mathematical certainty here. The best that can be hoped for is, the exercise of a wise discretion, based on the application of a sound principle, to an almost infinite variety of facts and conditions leading to the best practical results possible under all the circumstances.

"The fact that the courts and the people insist that the matter of rates is of legislative and administrative rather than a judicial nature is not to be regarded as a mark of hostility to railroad corporations. The question is simply one of public policy; the purpose, effectual means of control; the object, to shift to apt tribunals the responsibility of securing justice to all the interests involved, and not the deprivation of reasonable allowance by arbitrary enactment or official act. By remanding the question to the legislative or administrative department of government no one pretends that the problem of what is reasonable is solved or shunned. The responsibility is shifted, not avoided. That problem remains still to be worked out on lines fair alike to private capital and the public welfare."

Said report concluded with the presentation of three resolutions; the first and third of which were adopted with slight opposition, and are as follows:

"1. That it is competent for the Congress of the United States and for the legislatures of the various States to regulate, within their respective spheres, the rates of freight and passenger traffic and travel, subject only to those legal and constitutional limitations which, under our system of government, circumscribe the exercise of all legislative and administrative acts.

"3. That uniformity is desirable in Congressional and State legislation on the subject of rates, to the end that public regulation of rates may be practically reached by the active co-operation between State and Interstate Commissions."

A lively discussion took place upon the second resolution, which was adopted by a vote of 24 to 7, in the following form:

"That it is within the power of Congress and the State legislatures to delegate the power of reasonable regulation of rates to boards of commissioners, and to make their acts and findings upon questions of fact, after fair legal opportunity to be heard, as conclusive and binding as the findings and acts of other administrative officers."

This committee also submitted the following tables of comparisons; Table No. 1 showing the net earnings per mile of road, fictitious earnings over a cost of \$30,000 per mile, earnings each year, and earnings on fictitious capital; Table No. 2 showing revenue of investors at six per cent on cost of \$30,000 per mile, and mileage built from earnings in excess of six per cent:



TABLE I.

YEAR.	EARNINGS OF FICTITIOUS CAPITAL AND MILES OF ROAD BUILT THEREFROM.									
	Miles of railway in operation.	Capitalization per mile.	Net traffic earnings. Per	Net traffic earnings. Per	Net traffic earnings. Per	Proportion of earnings per mile on road built by investors at cost of \$30,000 per mile.	Proportion of earnings per mile on fictitious capital.	Earnings each year on fictitious capital.	Earnings of road built subsequent to 1874 from revenue on fictitious capital.	Total earnings from fictitious capital and from revenue on fictitious capital.
1874	60,273	\$58,236	\$180,570,938	2,730.57	2,730.57	1,400.10	1,327.47	\$91,057,830	\$7,923,423	\$98,981,253
1875	71,759	61,032	185,506,438	2,585.13	2,585.13	1,398.00	1,327.13	91,057,830	16,152,432	107,210,262
1876	73,598	58,982	186,432,752	2,536.30	2,536.30	1,390.50	1,327.06	82,196,398	22,308,080	104,504,478
1877	74,112	60,078	170,970,097	2,307.00	2,307.00	1,182.00	1,163.00	75,074,160	30,680,980	105,755,140
1878	78,000	59,163	187,373,167	2,373.57	2,373.57	1,204.41	1,171.16	77,344,577	45,277,355	122,621,932
1879	76,000	57,700	210,344,969	2,740.76	2,740.76	1,451.91	1,316.66	83,270,705	64,617,881	147,888,586
1880	82,146	58,024	233,537,535	3,111.01	3,111.01	1,501.91	1,316.66	90,234,752	76,277,210	166,511,962
1881	92,971	60,445	272,406,787	2,930.02	2,930.02	1,455.02	1,370.53	98,733,550	85,058,274	183,791,824
1882	104,971	61,303	280,310,000	2,670.42	2,670.42	1,306.90	1,370.53	99,209,920	100,960,117	200,170,037
1883	110,414	62,000	293,307,285	2,650.07	2,650.07	1,285.54	1,370.53	99,209,920	103,658,904	202,868,824
1884	115,672	61,305	298,094,496	2,578.32	2,578.32	1,197.75	1,147.57	84,077,080	111,357,351	195,434,431
1885	123,320	61,308	300,493,931	2,431.32	2,431.32	1,107.02	1,222.25	89,870,718	137,748,854	227,619,572
1886	125,185	61,008	300,603,564	2,401.97	2,401.97	1,179.02	1,222.25	89,870,718	158,210,042	248,080,760
1887	137,028	58,003	334,680,119	2,444.67	2,444.67	1,251.67	1,222.25	89,870,718	158,210,042	248,080,760
1888	145,387	60,731	301,631,051	2,074.61	2,074.61	1,054.86	1,040.75	89,125,770	151,174,756	240,300,526
								\$1,301,114,877	\$1,111,473,678	\$2,412,588,555
										\$0,752

The above computations are based on a cost of \$30,000 per mile, and the unwarranted assumption that investors furnished the money to build all the roads existing in 1874.

TABLE II.

Showing Revenue of Investors at Six Per Cent on Cost of \$30,000 per mile, and Mileage Built from Earnings in Excess of Six Per Cent.

YEARS.	Miles of railway in operation.	Mileage on which investment.	Capital furnished by investors on the basis of cost being \$30,000 per mile.	Revenue of investors on basis of six per cent on cost of \$30,000 per mile.	Revenue of railways from traffic earnings. Per	Earnings in excess of six per cent on \$30,000 per mile, hence belonging to the railway user, but employed in building new roads.	Miles of railway built from tolls in excess of six per cent on \$30,000 per mile, and to the revenue from which investor has no right.
1874	60,273	60,273	\$2,078,100,000	\$124,001,400	\$180,570,938	\$64,870,558	2,103
1875	71,759	60,500	\$2,087,880,000	\$125,072,500	185,506,438	60,270,638	2,008
1876	73,598	60,337	\$2,080,110,000	\$124,805,000	186,432,752	62,646,152	2,068
1877	74,112	67,853	\$2,035,500,000	\$122,136,400	170,970,097	48,841,297	1,628
1878	78,000	71,073	\$2,123,100,000	\$127,357,400	187,373,167	50,043,767	1,688
1879	76,000	60,134	\$2,074,030,000	\$124,441,300	210,344,969	82,103,770	3,070
1880	82,146	60,201	\$2,070,030,000	\$124,501,800	233,537,535	120,035,735	4,360
1881	92,971	75,000	\$2,200,800,000	\$136,188,000	272,406,787	130,318,787	4,541
1882	104,971	83,119	\$2,493,570,000	\$149,614,200	280,310,000	130,702,400	4,357
1883	110,414	84,205	\$2,326,150,000	\$151,560,000	293,307,285	141,708,285	4,796
1884	115,672	84,737	\$2,542,720,000	\$150,343,200	298,094,496	115,537,860	3,801
1885	123,320	88,524	\$2,655,720,000	\$156,108,600	300,493,931	110,150,731	3,672
1886	125,185	86,727	\$2,601,810,000	\$156,108,600	300,603,564	144,404,960	4,816
1887	137,028	93,754	\$3,812,630,000	\$168,157,300	334,680,119	166,231,619	5,542
1888	145,387	96,572	\$2,807,100,000	\$173,829,600	301,631,051	137,891,451	4,290
					\$1,502,980,471		53,070



The questions of "Uniformity of Railway Accounts," "Safety Appliances," "Congressional Action on Safety Appliances," were considered by the Convention, a committee being appointed (Commissioner Smith representing Iowa) to prepare a bill to submit to the next Congress on the latter subject.

Commissioner Luke was added to Committee on Reasonable Rates, which was continued and empowered to consider further this question and report at next Convention.

#### CASES PENDING IN THE STATE AND FEDERAL COURTS.

STATE OF IOWA,  
OFFICE OF ATTORNEY GENERAL,  
DES MOINES, December 2, 1891.

MR. W. W. AINSWORTH, *Secretary Board of Railroad Commissioners, Des Moines.*

SIR.—I have the honor herewith to present a report upon the cases in which I have begun suit to enforce the orders of the commission upon instructions from the Board to do so. My last report upon this subject was made to you on February 26, 1891, and this report is of the new suits which have been brought since then and of the progress made since in the cases then pending.

1. *State vs. C., M. & St. P. Ry.* The Bayard Overhead Crossing Case. This is a suit to compel the railway company to put in an overhead crossing on the land of Thomas McDonald near Bayard, Iowa. The railroad runs between the defendant's house and the highway, and the present crossing is at the mouth of a cut. The questions in the case are as to the power of the commission to order a private crossing, and as to the dangerousness of the present grade crossing. The case was tried before Judge H. E. Deemer, district judge of Pottawattamie county, and a decree was rendered in favor of the State. The railway company appealed to the supreme court, and the case was reached at the last term in October, was fully argued and submitted.

2. *State vs. C., M. & St. P. Ry.* Bismarck Station Case. This is a suit brought to compel the railway company to maintain a station at Bismarck, on the Beulah & Elkader branch, which was formerly known as the Iowa & Eastern. The Iowa & Eastern established a station under a contract with William Neil and Johnson Campbell in consideration of the donation of a right of way by them. The present company has succeeded to the rights of the Iowa & Eastern by buying under foreclosure, and the question in the case is whether it is bound to fulfill this contract. The suit was brought in Pottawattamie county and it was brought to issue there. It has, however, been removed to Clayton county where the parties in interest reside and where the evidence can be obtained. It is in charge of Hon. Asahel Chapin of McGregor on the part of the complainants.

3. *State vs. C. & N. W. and Cherokee & Dakota Railways.* The Sutherland "Y" Case. This is an action to compel the railway companies to construct a "Y" where their lines cross about three miles west of Sutherland in O'Brien county. A decision to this effect was made by the Commission in September, 1887. In August, 1889, an action was brought to enforce the order of the Commission. The C. & N. W. filed a stipulation to the effect that it would construct the "Y" as soon as the right of way necessary for the purpose could be condemned. The case was accordingly dismissed. The company having failed to perform its agreement, a new suit has been brought in O'Brien county. J. B. Dunn, county attorney, has

local charge of it. The points of law involved are substantially the same as those in the Algona "Y" case.

4. *State vs. Chicago & Northwestern Railway.* The Marshall County Crossing Case. This is a suit to compel the railway company to construct a highway crossing over its line in Marshall county. The company has complied with the order of the Commission to the satisfaction of the parties interested, and the suit has accordingly been dismissed.

5. *State vs. Mason City & Fort Dodge Railroad.* Cutler Under-Ground Crossing Case. This is a suit to compel the railway company to construct a private under-ground crossing on the land of G. H. Cutler, in Wright county. The company demurred to the petition upon the ground that the Commission had no authority to enter an order in regard to a private crossing. The district court overruled the demurrer, sustaining the position of the Commission, and the railway company appealed to the supreme court. It was reached, argued and submitted at the last term of the supreme court in October, and is now in the hands of the court.

6. *Spencer Smith et al. vs. Chicago, Minneapolis & St. Paul and Chicago & Northwestern Railways.* The Algona "Y" Case. This case was brought to compel these companies to construct a "Y" connecting their respective tracks at Algona. The Commission investigated the case and found there was no commercial necessity for a connection, but held that under the law passed in 1874, railway companies were required absolutely to put in crossings at all intersections. The defendants demurred to our petition on the ground that the law of 1884 providing for the establishment of "Y" connections upon the order of the Commission repealed the earlier statute. Judge G. H. Carr overruled the demurrer and the companies electing to stand upon their demurrer, appealed from his order. The case is now pending in the supreme court, and will be argued and submitted when it is reached on the docket. A motion will be made to have it advanced.

7. *F. T. Campbell et al. vs. C., M. & St. P. Ry.* This is a case involving the constitutionality of that provision of the first section of the railway act of 1888, which places under the control of the commission, shipments originating within the State and consigned to a point also within the State, but passing in transit out of it. The company contends that such shipments are interstate shipments and that State legislation, affecting the same, is therefore unconstitutional. The case was submitted to Judge G. W. Wakefield upon an agreed statement of facts, and he entered a decree dismissing the action and holding the law unconstitutional. I appealed the case to the supreme court, where it is now pending and where it will be submitted as soon as the court gets to it. Mr. H. G. McMillan, county attorney of Lyon county, has had charge of the case and given me able assistance in it.

8. *State vs. D. M. & Ft. D. and C., R. I. & P. Railways.* The Fort Dodge Case. This is the celebrated case to compel the Chicago, Rock Island & Pacific Railway, which has purchased the Des Moines & Fort Dodge, to continue to run trains into the city of Fort Dodge over a branch from its main line at Tara. It has been closely contested at every point. District Judge S. M. Weaver upheld the authority and action of the commission in ordering the train service to be re-continued with one modification. The companies appealed the case to the supreme court and it was argued and submitted in January last. No decision has as yet been handed down.



9. *F. T. Campbell, et al, vs. C. B. & Q. R. R.* The Mount Ayr Case. This suit arose out of a controversy between the citizens of Mount Ayr and other towns on the branch with the railway company in regard to the train service furnished on the branch running from Bethany Junction through Mount Ayr to Grant City. The Commission held that the present train service, consisting of one mixed train each way per day, was inadequate and insufficient, and ordered the company to run one passenger and one freight train each way per day, Mr. Dey dissenting. A suit was brought in the State District Court of Polk County to enforce the order of the Commission. The company filed a petition for its removal to the United States Circuit Court. I filed a motion to remand it, raising for decisive determination the very important question as to whether the enforcement of the railway legislation of the State of Iowa shall remain in the hands of its courts. The motion was argued before Judge Shiras, but on account of its importance, set down for re-hearing and again argued. The motion to remand was sustained upon the ground that the legislation affecting railways was a matter of internal state policy regulation which the federal courts ought not to control. The company promptly served a citation for an appeal to the United States Supreme Court. The same questions are involved as in the joint rate cases hereinafter mentioned.

10. *Peter A. Dey, et al, vs. C., M. & St. P. Ry.* The Dubuque Switching Case. This was a suit brought to enforce an order of the Commission fixing the rate for hauling coal from the city of Dubuque to a point two or three miles from the depot. The Commission held that it was a switching service and that the company was entitled to charge for it as a switch and not as an ordinary haul. Messrs. Fouke & Lyon of Dubuque have assisted me in the case. The case was removed to the federal court and Judge Shiras remanded it, upon my motion, on the same grounds as he did the Mount Ayr case. It was not appealed and on trial in the District Court of Dubuque county, it was held that the action of the Commission was erroneous. I have caused an appeal to be taken to the Supreme Court.

11. *The B., C. R. & N. Ry vs. Peter A. Dey, et al.* The Joint Rate Injunction Case. This was the suit in which the Supreme Court held the Joint-rate Act of the Twenty-third General Assembly constitutional upon a motion to dissolve the temporary injunction. The plaintiff's petition for re-hearing was overruled in May. An amendment has been filed in the District Court by the Company to which I have demurred and the demurrer has been submitted. I am not yet advised as to the ruling of Judge Fairall.

12. *State vs. D. M. & K. C. Ry.* Leslie Station Case. This was a suit to enforce the order of the Commission requiring the company to maintain a station at Leslie. Judge C. P. Holmes of the Polk County District Court held that the Commission had the power to make such an order, but decided that in this particular case there was no necessity for a station, and that the order of the Commission was, therefore unreasonable. An appeal from his decision has been taken to the Supreme Court.

13. *State vs. C., M. & St. P. Ry.*

14. *F. T. Campbell, et al. vs. C., M. & St. P. Ry.* The Sunny Hill Alliance Coal House Cases. These are two cases brought to enforce an order of the Commission requiring the company to grant the Sunny Hill Alliance of O'Brien county the privilege of maintaining a coal house adjacent to its side tracks. The Commission held that the refusal of the company to give the same privileges to the

Alliance that it was giving to other coal dealers was a discrimination. The company demurred to the petition and the demurrers have been overruled. Appeals have been taken and the causes are now pending in the Supreme Court. J. B. Dunn, county attorney of O'Brien county, has been assisting me in these cases.

15. *State vs. C., M. & St. Paul Ry.*

16. *F. T. Campbell, et al, vs. C., M. & St. Paul Ry.*

17. *State vs. C., B. & Q. R. R.*

18. *F. T. Campbell, et al, vs. C., B. & Q. R. R.*

19. *State vs. C., R. I. & P. Ry.*

20. *F. T. Campbell, et al, vs. C., R. I. & P. Ry.*

21. *State vs. C. & N. W. Ry.*

22. *F. T. Campbell, et al, vs. C. & N. W. Ry.*

23. *F. T. Campbell, et al, vs. W. H. Tuesdale, Receiver of the M. & St. Louis Ry.*

24. *F. T. Campbell, et al, vs. B., C. R. & N. Ry.*

25. *F. T. Campbell, et al, vs. C., St. P., M. & O. Ry.*

26. *F. T. Campbell, et al, vs. S. C. & P. Ry.* The Joint Rate Cases. These are the suits against the trunk lines of Iowa and some of their connections to compel them to put into effect the schedule of joint rates adopted by the Commission by virtue of the Joint Rate Act of the Twenty-third General Assembly. The eight cases against the four trunk lines were removed from the District Court of Pottawattamie county to the United States Circuit Court in March last. A motion to remand was made and it was sustained by Judge Shiras at the March term in Council Bluffs upon the same grounds as given in the Mount Ayr case mentioned above. An appeal was taken from this ruling to the Supreme Court of the United States and the cases are now pending there. Steps are being taken to advance them upon the calendar and have them speedily determined. The question thus raised is of the very first importance, and until it is settled the respective jurisdictions of the State and federal courts with respect to the enforcement of state legislative control of railways will remain undetermined.

27. *State vs. C., M. & St. P. Ry.* Showman Switch Case. This is an action to compel the railway company to replace a switch at Showman, in Keokuk county, which has been taken up. It has been brought to issue, evidence is being taken and it will probably be tried at the next term of the District Court.

28. *State vs. C., M. & St. P. Ry.* Bouton Depot Case. This is an action to require the company to furnish a depot and station facilities at Bouton, in Dallas county. Messrs North and Ish are assisting me. It is in the same state of progress as the Showman case.

29. *State vs. C., M. & St. P. Ry.* Cylinder Station Case. This is a suit for station facilities at Cylinder in Palo Alto county. It is in the same situation as the last two.

30. *State vs. Dubuque & Sioux City R. R.* Primghar Elevator Case. This was founded on the refusal of the company to furnish facilities on its side track at Primghar for a grain elevator; but since it was brought the matter has been satis-



factorily adjusted between the complainants and the company and the suit has accordingly been dismissed.

31. *State vs. B., C. R. & N. Ry.* Wellsburg Elevator Case. This suit was founded on a state of facts similar to those of the Sunny Hill Alliance and the Pringhar cases. Suit was brought at the last term of the Grundy County District Court to compel the company to grant equal elevator privileges. R. J. Williamson of Grundy Center is assisting me in it.

32. *State vs. C., M. & St. P. Ry.* Westfield Depot Case. This is a suit to compel the company to maintain a billing station with an agent at Westfield in Plymouth county. It was brought at the September term of court. Evidence is being taken and it will be brought to trial as soon as possible.

33. *State vs. C., B. & Q. R. R.* Greenfield Case. This, like the Mount Ayr case, is to enforce an order of the Commission requiring the company to furnish additional train service on its branch running from Creston through Spaulding and Orient to Greenfield in Adair county; thence through Fontanelle, Massena and Bridgewater to Cumberland in Cass county. The company has been running one mixed train on this branch each way per day. The order of the Commission requires it to run two trains each way per day. The suit was brought last week.

There are a few other cases as to the precise present status of which I am not advised, for the reason that they were brought in the counties where the cause of the action originated and have been placed under the control of those especially interested, from whom I have not received recent advices.

Every order of the Commission upon which that body has requested suit to be brought, is now in court being pressed to a final determination as speedily as is consistent with a careful preparation of the cases and the rules of the courts.

Respectfully,

JNO. Y. STONE,  
Attorney-General.

#### CONFLICTING AND DISPUTED PROVISIONS OF THE LAW.

In their report for the year 1879 the Commissioners, with the view of making the railroad law of the State more harmonious in its provisions, called the attention of the legislature to the following, viz:

"Section 1280 of the Code of 1873, requires each railroad corporation, annually, under the oath of its president, to make a report to the secretary of State, to be by him forwarded to the general assembly. As section 5, chapter 77, of the laws of the seventeenth general assembly, provided for a full report to the Board, we respectfully recommend the repeal of section 1280 of the Code, as also sections 1281 and 1282. Sections 1293, 1294 and 1295 provide for special Commissioners. We respectfully suggest and recommend that the duties therein required might now be required of the Board of Railway Commissioners, and that, instead of an action in court, as provided in section 1292, the first application of the road aggrieved would be to the Railroad Commissioners, reserving, if thought best, the right of review of the decision of the Commissioners by the supreme court, upon the petition of the company deeming itself aggrieved.

Section 1303 requires the corporation constructing a new railroad to report to the next general assembly the total cost thereof, specifying the amount expended for construction, engines, cars, etc. We respectfully recommend that this section be so changed as to require the report to be made to the Board of Railroad Commissioners."

In their report for 1889 the following matters were referred to and recommendations made.

#### SWITCHING CARS.

Section 4, chapter 28, Acts of the Twenty-second General Assembly, provides that

"All common carriers, subject to the provisions of this act, shall according to their respective powers, afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding and switching of cars. \* \* \* and any common carrier may be required to switch and transfer cars for another for the purpose of being loaded or unloaded, upon such terms and conditions as may be prescribed by the Board of Railroad Commissioners."

While this section clearly makes it the duty of the carriers to switch cars, the question of what constitutes a switch, as distinguished from a haul, is not settled.

In a late ruling of the Commissioners, the Chicago, Milwaukee & St. Paul Railway Company was required to switch cars of a rival line to an industry located on its line, three miles from the station, within the city limits of the city of Dubuque. The cars, in the transfer, passed on the main line, and then onto a siding. The company at once established a station at this point, named it Eagle Point, and charged the Commissioners' rates for a five mile haul, the distance being claimed to be a trifle over three miles.

Since the above was printed a communication has been received from complainants, enclosing an expense bill showing rate of \$18 per car for the haul of about three miles.

There seems to be no standard fixed as to where switching terminates and a haul begins.

#### FARM CROSSINGS.

Section 1936 of McClain's Code provides that—

When any person owns land on both sides of any railway, the corporation owning the same, shall, when required so to do, make and keep in good repair one cattle-guard, and one causeway or other adequate means of crossing the same, at such reasonable place as may be designated by the owner.

The Supreme Court, in the case of Gray vs. Burlington & Missouri River Railway Company, 37,119, held that—

Where the only means a citizen has of reaching a highway is across the railway, he may insist that an open crossing be provided for him, by means of which he may reach the highway, without stopping to open gates or remove bars.

In other cases, however, what constitutes an "adequate" crossing is not clearly defined.

The fencing law, passed at a recent session of the legislature, has made the final settlement of this question of importance at this time.

#### NEW STATIONS.

Section 3, Chapter 77, Seventeenth General Assembly, provides that:

"Whenever, in the judgment of the Railroad Commissioners, \* \* \* or any change of its stations or station houses \* \* \* is reasonable and expedient, in order to promote the security, convenience and accommodation of the public, etc., etc."

Under this section, in connection with the general authority granted in the beginning of the same section, the Commissioners have on several occasions ordered in new stations. Their authority so to do has been questioned by the



railroad companies, their claim being that the authority of the Commissioners only extends to changes of stations already established.

#### CHANGING NAMES OF STATIONS.

Section 1, Chapter 31, of the Acts of the Twenty-second General Assembly is as follows:

"In all cases where any railroad company shall fail or refuse to make the name of a railway station conform to the name of the *incorporated* town, within the limits of which it is situated, the Railway Commissioners of the State, upon hearing and after notice thereof, may order a change in the name of the said station, etc."

This section seems to apply only to incorporated towns, and should properly be made to apply to all stations.

#### HIGHWAY CROSSINGS.

Section 1971 of McClain's Code, among other provisions, says that—

"Every corporation constructing or operating a railway shall construct at all points where such railway crosses any public highway, good, sufficient and safe crossings and cattle-guards, etc."

The Attorney-General of Iowa holds that this applies to a change of highway to a new location after the railroad is constructed, and also to highways laid out after the railroad is built as well. The railroad companies are proposing to test this question in the courts. The statute can be so worded as to leave no doubt of its meaning.

#### UNION RAILWAY DEPOTS.

Sections 2090, 2091, 2092 and 2093, of McClain's Code, provide for the organization of corporate bodies for the construction and operation of union passenger and freight depots, for the condemnation of land for union depot purposes, when approved by the Railroad Commissioners, and for the right to lay tracks necessary to connect the several railways of any city or town therewith. There is no provision requiring the different railroads to use such union depots when so constructed. In the Keokuk case reported on page 612 of Commissioners' Report for 1886, the board was divided as to its authority to order the construction and operation of union depots.

#### JOINT STATIONS AND "Y" CONNECTIONS.

The law regulating these matters has been a source of much discussion before the Commissioners.

The Fifteenth General Assembly enacted the following, section 1292 of the Code:

"Any railway corporation, operating a railway in this state, intersecting or crossing any other railway of the same gauge, operated by any other company, shall, by means of a Y or other suitable and proper means, be made to connect with such other railway so intersected or crossed; and railway companies where railroads shall be so connected shall draw over their respective roads the cars of such connecting railway, and also those of any other railway or railways connected with said roads, made to connect as aforesaid, and also the cars of all transportation companies or persons at reasonable terms, and for a compensation not exceeding their ordinary rates."

Sections 1293, 1294 and 1295 following, provide for a commission to determine the adjustment of the cost of construction and maintenance of such crossings and connections in the event of disagreement between the respective companies.

The Twentieth General Assembly enacted the following, section 1, chapter 24:

"All railroad corporations shall at all points of connection crossing or intersection with the roads of other corporations unite with such corporations in establishing and maintaining suitable platforms and station houses for the convenience of passengers desiring to transfer from one road to the other, and for the transfer of passengers' baggage or freight, whenever the same shall be ordered by the railroad commission, and such corporation shall, when so ordered by the railroad commission, keep such depot or passenger house, warm, lighted and open to the ingress and egress of all passengers a reasonable time before the arrival and until after the departure of all trains carrying passengers on said railroad or railroads; and said railroad companies so connecting, crossing or intersecting shall stop all trains at said depots at said connections, crossings or intersections, for the transfer of passengers, baggage and freight, when so ordered by the railroad commission, and the expense of constructing and maintaining such station house and platform shall be paid by such corporations in such proportions as may be fixed by the order of the railroad commission. Such corporations, connecting or intersecting as aforesaid, shall also, whenever ordered by the railroad commission, so unite and connect the tracks of said several corporations as to permit the transfer from the track of one corporation to the other of loaded or unloaded cars, designed for transportation upon both roads."

Under the mandatory section passed by the Fifteenth General Assembly, the Commissioners ordered the construction of several connecting tracks. The railroad companies interested in the same declined to put them in, contending that the last-quoted section, which grants a discretion to the Commissioners, operated to repeal the mandatory section. A test case is now pending in the courts.

There has also been a disagreement in the construction of the first paragraph of this section, as to whether it applies to crossings where one line passes over the other. The absence of the comma between the words "connection crossing" having been held to convey the intention that there must be an actual connection and control of the tracks before the Commissioners are granted the discretion of ordering in joint stations and connecting tracks.

There are several points in the State where two separate railroad lines reach the same station or town, but as the lines do not cross or intersect each other, it is claimed that there is no provision for requiring the construction of connecting tracks for the transfer of cars, or the ordering in of joint stations or union depots.

Cases also occasionally arise where parties desire to construct, at their own expense, tracks leading out to a private industry, and the right to connect the same with the railroad track becomes a question of no small importance to the interested parties, as that right has been disputed. When such connection is sought to be made outside of yard limits, the extra hazard of operating trains should be considered."

Bills covering many of said recommendations passed the lower house of the last General Assembly, but failed to be reached for consideration in the Senate.

The Board now respectfully renew the recommendations then made and submit the same for the consideration of the next General Assembly.

#### JOINT FREIGHT RATES.

The Twenty-third General Assembly enacted a law to amend chapter 28, of the Acts of the Twenty-second General Assembly, and designed to confer upon the Board of Railroad Commissioners authority to establish through joint rates for the



shipment of freight and cars over two or more connecting lines of railroad in this State.

Soon after the enactment of said Joint Rate Act (as it is usually called) and before the Commissioners had acted in the matter, at the instance of the Burlington, Cedar Rapids & Northern Railway Company, a temporary writ of injunction was issued against the Board by Hon. S. H. Fairall, Judge of the eighth judicial district of Iowa, restraining the Board from taking any action under the provisions of said Joint Rate Act.

The Attorney-General of the State duly appeared for the Board and moved the Court to dissolve said injunction, but upon the final hearing thereof in that court the motion was denied and an appeal was duly taken to the Supreme Court of the State.

The grounds upon which said act was assailed on the part of the railroads are set forth in an amendment to the petition filed in said District Court and are as follows:

*First.* That said act known and referred to as the 'Joint Rate Bill,' and the act of which it is amendatory, are unconstitutional and void, in this; that under said acts your petitioner is denied the right of a jury trial, and denied due process of law, in the protection and preservation of its property, as guaranteed by the ninth section of article 1 of the constitution of the state of Iowa; that its property, or the use thereof, is taken without its consent, and without just compensation, for private and public purposes, and that its right of appeal is so tampered with as to make that right ineffectual; that in the enforcement of any order promulgated by said railroad commissioners all distinction between law and equitable actions is abolished by said acts, all of which is in direct violation of the sixth section of article 5 of the constitution of the state of Iowa, and which deprives petitioner of that due process of law therein guaranteed. *Second.* That said acts are violative of section 8, article 1, of the constitution of the United States, in that it is a regulation of commerce among the several states. *Third.* That said acts are void and unconstitutional, because they violate section 17 of article 1 of the constitution of Iowa, by imposing excessive fines and unusual punishment. *Fourth.* That said acts are void and inoperative, because they fail to describe or define the offenses for which the extraordinary penalties are imposed and impose penalties, by way of attorney's fees, upon railroad companies for making any defense to actions brought under said acts. *Fifth.* That said joint rate act is violative of the fourteenth amendment of the constitution of the United States, in that it abridges the privileges or immunities of your petitioner as a citizen, denies it equal protection of the laws, and deprives it of its property, and the use thereof, without just compensation or due process of law; that by said acts your petitioner is denied the right and liberty of contracting with reference to its business, and thus is its property taken from it without its consent, and it is compelled to enter into involuntary, unreasonable and unprofitable contracts with other railroad companies, at the instance of third parties, compelling the operation of its road at a loss; that in the matter of fixing the joint rates contemplated in said statute, your petitioner is not notified of the time or place when the same are to be fixed by defendants, nor given any opportunity to object to the making of such rates, or to show the unreasonableness of the same; that, under said statute, the joint rates, as thus fixed by defendants, are final and absolute, and thus is your petitioner deprived of its property, and the use thereof, without due process of law and deprived of making reasonable and lawful contracts and profits as other citizens are permitted to do, and hence it is denied that equal protection of the law guaranteed by the constitution of the United States. Wherefore your petitioner prays that the temporary writ of injunction issued herein may be continued until the final hearing of this cause, and that upon such final hearing said injunction may be made perpetual; and your petitioner prays for such other and further relief as may be deemed equitable in the premises."

The motion to dissolve the injunction filed by the attorney-general in behalf of the Commissioners, was based upon the broad ground that the statutes assailed

are in harmony with the constitution, and that the plaintiff was not entitled to the relief prayed for, and upon the further somewhat technical ground that the district court had no jurisdiction in the cause for the reason that it was an action in effect against the State, and it was not shown that the State had authorized or consented to the bringing of said suit.

The case was fully and ably presented to the supreme court by the Hon. John Y. Stone, attorney-general, on the part of the State, and by able and distinguished lawyers from this and other States on the part of the railroad companies interested.

It was decided and opinion filed by the supreme court, February 9, 1891. The opinion expressing the view of the majority of the court, which fully sustains the law, was written by Chief Justice Beck, and states the general question involved in the following language quoted from said opinion:

"The establishing of 'through joint rates,' is the only duty to be exercised in the discharge of the power conferred upon the Railroad Commissioners by the sections of the statute just cited, which are the occasion of plaintiff's fears of interference with its rights, whereon this action is founded. The plaintiff does not allege any other ground of action than the threatened establishing of 'through joint rates.' No other objections to the statutes in question, pertaining to railroads and rates and joint rates, are made in the petition; none other are before us for consideration. It will be here seen that the statutes under consideration in no way affect the duty, obligations, or rights of the plaintiff as a common carrier, further than is done by the regulation of rates and charges. The law relating to the receipts and delivery of freight to connecting lines, and the obligations and rights of consignors and consignees and of the railroads, growing out of the relations arising when such connecting lines exist, are not modified, restricted, nor in any way affected by these statutes. In short, the duty of the railroad companies, as to rates and joint rates, is alone affected and regulated by these statutes. These conclusions will be again brought to mind in the further consideration of the case.

"The considerations just expressed lead to the conclusion that the power and authority vested in the State under which rates of charges for the transportation of freight by railroads are regulated, may be exercised to establish what are called 'joint through rates.' That the state may fix the maximum charges for the transportation of freight by railroads, which shall not be unreasonable, is not disputed in this case. It has been so decided by the United States Supreme Court, and the doctrine has been recognized by this court. See *Railway Co. vs. Iowa*, 94 U. S. 155. In our opinion, no facts or distinction in principle exist which deprive the State of authority and power to establish 'joint through rates,' while it may in the exercise of its constitutional authority, fix rates of freight charges for each separate railroad.

"When rates, not joint, are fixed, the maximum charges for specified distances, or per mile, are determined for each separate railroad, as shown by this illustration: Freight is shipped from Cedar Rapids to Davenport by the Burlington, Cedar Rapids & Northern and the Chicago, Rock Island & Pacific Railroads. The rate of freight charges is fixed by the State from Cedar Rapids to West Liberty, and a separate rate from West Liberty to Davenport. Now, here are two separate rates,—a rate for each road. It is not doubted that the State may fix these rates; and when that is done the charges for through shipments from Cedar Rapids to Davenport is the sum of the separate rates. The State, in the exercise of its authority, in accord with legislative wisdom, may discover that these separate rates, when united, are too small to compensate the carrier, or too large to do justice to the shipper; that justice demands such modification of these separate charges that the sum thereof will be reasonable and just, both as to the railroad companies and the shippers. Thereupon the State, for 'through shipments' over



the two roads, fixes rates of charges for each road. The sum thereof, united, constitutes the lawful charge for freight between Cedar Rapids and Davenport. It clearly appears that the thing done in the one case is the same as in the other. It is simply the fixing of the rate to be charged by each road. No reason can be given why the State should not fix separate rates, which should apply to the through shipments between stations of different roads. The authority which will authorize the fixing of rates for each road may be exercised, when there shall be through shipments over separate roads, to enlarge or restrict such separate rates in order to attain the ends of justice. It will clearly be seen that the words "through joint rates" simply mean rates which shall be just and reasonable charges for the transportation over the united route. As we have said, these united charges must be so apportioned to the separate roads that each shall receive a just and reasonable part of the joint charge. If the joint rate is fixed by the railroad companies, they will determine the part each shall receive. This will be done by the railroad commissioners, in case the railroad companies fail to fix joint rates; and the commissioners will consider matters and circumstances which should affect the division. Chapter 17, Acts 23d Gen. Asssem. § 4.

"The arranging of what is called 'joint through rates' is not a thing that is new in the business of railroad transportation. The current history of the country discloses the existence of the practice among railroads to make through shipments of freight without change of cars. Nor is this practice of recent origin. It has existed whenever the business of the roads demanded it. Expedition and economy in transportation induced contracts and arrangements for through shipments between points on connecting roads. It may be that in some cases the managers of the roads refused or failed to enter into such arrangements or contracts, and it may be that in other cases the business of the roads has not been managed wholly in accord with the best interests of the corporations owning them, and with the requirements of the law. But such failure of duty does not establish the right to be exempt therefrom. Surely, the course of business which has been found, by experience of railroad management, to be promotive of economical transportation and increase of business, thereby promoting the interest of the owners of the railroads and the shippers, ought to be pursued; and, if the railroad management fail or refuse to pursue it, the State, as it has done in the statutes under consideration, ought to require it to be pursued. This the State can do under the authority it possesses to regulate and control carriers, and provide maximum freight charges.

"It will be observed that section 8 of the statute above quoted, providing for joint through rates, contemplates the practice of through shipments, so long existing, and requires the Railroad Commissioners to consider the charges made for joint interstate shipments and the rates charged by the railroad companies for shipments within the State. The purpose of the statute is to secure just and reasonable rates for the shippers of this State, and it directs that the practice and course of business of the railroads shall be considered in fixing such rates. It cannot be that the statute in question will operate to the denial of just compensation to the railroad corporations for the transportation of property. It provides that joint rates fixed under the statute shall be reasonable. The Railroad Commissioners, it will be presumed, will rightly discharge their duties, and will fix reasonable and just 'joint through rates.' If these officers fail in their duty, from errors of judgment or from other causes, the railroads may cause their action to be reviewed and corrected."

The court in said opinion then take up the specific objections hereinbefore mentioned that were urged against the law and decide that not any of the same are valid.

The opinion concludes with the following language:

"There are no issues of fact raised by this motion, they are all of law. The issues involve the validity of the statutes in question. If they be held valid no facts are alleged in the petition which will defeat them," and as before stated, the majority of the court hold that said statutes are valid.

Justice Rothrock filed a dissenting opinion in said cause, in which Justice Robinson concurred, and in that opinion their views upon the questions involved are stated in the following language:

"ROTHROCK, J., (dissenting.) It appears to me that the foregoing opinion is unsound in its reasoning, and wrong in its conclusions, upon two questions involved in the record in the case. These questions involve the validity of certain provisions found in chapter 17, laws Twenty-third General Assembly. I believe that parts of that act are plainly invalid, and ought not to be upheld by this court; and it is proper to say here that the question as to the power of the legislature to authorize the Railroad Commissioners to establish and promulgate joint rates for the transportation of freight over connecting lines of railroads is not necessary to be determined in this case. The question is, does the said act, by reason of its plain language, violate the constitution of the United States and of this State, in so far as it compels a common carrier to perform service without compensation, or to surrender its property to another carrier, and thus deprive it of its property without due process of law? The first question arises upon the second section of the act. It is therein provided that 'car load lots shall be transferred without unloading from the cars in which such shipments were first made, unless such unloading in other cars shall be done without charge therefor to the shipper or receiver of such car load lots, and such transfer be made without unreasonable delay.' This provision of the law is absolute. It seeks to compel the initial carrier to deliver its loaded cars to the connecting carrier without any rule or regulation for its return, and without its consent, or to unload the contents of the car into other cars without compensation. It is apparent that the initial carrier is compelled by the act to name to the shipper a joint through rate over all the lines of road which the shipper may designate. The law attempts to compel the initial carrier, if the freight be paid in advance, to account to all other carriers for their proportion of the charges, or, if the freight be paid to the last carrier, it becomes the agent or collector for all the others. This enforces contractual relations against the will of the parties, and it is no answer to say that it is not in the nature of a contract, but that it is a rule or regulation prescribed by law. It partakes of the nature of a contract, by whatever name it may be called; and the fact that carriers over connecting lines do, by contract, make through shipments, is no reason why they should not be allowed to make their own contracts, at least so far as to protect themselves in the collection of their freight charges, and in the control of their cars. They should have this power, or the law should provide for such regulations as would protect them in their undoubted rights.

The second question is whether, by the act under consideration, the joint rates fixed by the commissioners are to be regarded as absolute. The last part of section 8 of the act is unintelligible. What is intended thereby cannot be determined without the interpolation of words, so as to give meaning to that which is absolutely unmeaning. I am not aware that any court has ever, under the guise of construction, entered upon the field of legislation to the extent required to hold that the act provides that the schedule of rates shall be *prima facie* evidence that the same are reasonable and just; and the attempt to find ground upon which to hold the act valid, by reference to the act of which it purported to be amendatory, it seems to me is equally unwarranted. Without elaborating these questions, I conclude that no court ought to be called upon to uphold an act like this, which attempts to control the most important rights without the semblance of an effort to protect the parties affected thereby. In addition to the failure to make the third section intelligible, the second section requires that, if the initial carrier does not deem it prudent to deliver its car to the connecting line for any reason, such as that the car is required to transact its own business, or that it may have to institute legal proceedings to procure its return, the contents shall be unloaded "in other cars" without unreasonable delay. It is to be supposed that this means other cars, the property of the connecting carrier neglects to furnish other cars. It appears to me that it will be time enough to authorize the establishment of through rates when a law shall be passed making provision for the protection of the rights of property which are everywhere and at all times regarded as sacred, and of which the owner cannot be deprived even by legislative authority without due process of law. In my opinion, the order and judgment of the District Court should be affirmed.

ROBINSON, J., concurs in the dissent "



The last part of section 3 of the act in question and referred to in said dissenting opinion is certainly not clear and intelligible and it would be fair to presume that some mistake occurred in its preparation, or in printing the same for the use of the members of the General Assembly at some time prior to its passage.

It is claimed that the part of said section in question as originally drawn reads as follows, to-wit:

"The rates established by the Board of Railroad Commissioners shall go into effect within ten days after the same are promulgated by said Board and from and after that time the schedule of such rates shall be *prima facie* evidence in all of the courts of this State that the rates therein fixed are reasonable and just maximum rates for the joint transportation of freight and cars upon the railroads for which such schedules have been fixed," and that the part or words above printed in italics were accidentally omitted in printing the original bill, after the same was introduced in the lower house of the last General Assembly.

The Commissioners recommend that said section be amended so as to conform to the bill as it is claimed to have been when so introduced, and thus at least remove that objection to the act in question.

This matter of joint rates is now the most important question to the people of Iowa that is still involved in what has been so generally called the "Railway Problem," and in view of the fact that the present act in relation to such rates has been sustained by a bare majority of the Supreme Court of the State, the question would seem to be a proper one for the very careful consideration of the next General Assembly, with the view of determining whether or not any additional legislation is necessary in order to secure the benefit to the people of such rates.

## IOWA TONNAGE CLASSIFIED AND COMPARED.

ITEMS.	1890—Tons.	1891—Tons.	Increase—Tons.	Decrease—Tons.
<b>PRODUCTS OF AGRICULTURE—</b>				
Grain.....	3,774,077	3,236,638		537,439
Flour.....	330,190	345,400	15,204	
Other mill products.....	113,304	138,700	25,402	
Hay.....	243,479	283,214	39,735	
Tobacco.....	5,210	6,062	1,752	
Fruit and vegetables.....	244,535	199,227		45,308
Other products.....	56,488	110,714	54,226	
<b>PRODUCTS OF ANIMALS—</b>				
Live stock.....	1,437,444	1,477,460	40,016	
Dressed Meats.....	43,539	109,924	66,385	
Other packing house products.....	254,735	205,286		49,449
Poultry, game and fish.....	23,114	35,094	12,980	
Wool.....	15,184	7,394		7,790
Hides and leather.....	26,298	35,983	9,685	
<b>PRODUCTS OF MINES—</b>				
Anthracite coal.....	191,122	284,077	92,955	
Bituminous coal.....	2,902,922	3,226,973	324,051	
Coke.....	4,639	33,101	28,462	
Ores.....	66,871	75,700	8,829	
Stone, sand and other like articles.....	361,333	428,595	67,262	
Salt.....		62,808	62,808	
<b>PRODUCTS OF THE FOREST—</b>				
Lumber.....	1,462,000	1,630,166	168,166	
Others.....	38,367	123,093	84,726	
<b>PRODUCTS OF MANUFACTURES—</b>				
Petroleum and other oils.....	100,578	105,781	5,203	
Sugar.....	62,292	81,528	19,236	
Iron, nails, etc.....	373,248	113,543		259,705
Iron and steel rails.....		88,678		88,678
Other castings and machinery.....		77,908		77,908
Bar and sheet metal.....		41,637		41,637
Cement, brick and lime.....	207,960	270,043	62,083	
Agricultural implements.....	66,553	144,982	78,429	
Wagons, carriages and tools.....	97,086	64,647		32,439
Wines, liquors and beers.....	78,140	101,800	23,660	
Household goods and furniture.....	69,199	85,156	15,957	
Other manufactures.....	41,367			41,367
Not classified.....	*4,152,793	*4,834,163	681,370	
Merchandise.....	1,129,730	1,159,613	29,883	
Miscellaneous.....	858,719	1,021,192	162,473	
<b>Totals.....</b>	<b>18,832,966</b>	<b>20,220,348</b>	<b>2,186,696</b>	<b>776,254</b>

\*Includes Chicago, Burlington & Quincy and Kansas City, St. Joseph & Council Bluffs taken from previous report and not classified.

\*Chicago, Burlington & Quincy and Kansas City, St. Joseph and Council Bluffs Railways are taken from previous reports, and the Chicago, Burlington & Kansas City, St. Louis, Kookuk & Northwestern and Wabash Railways are estimated on mileage basis and not classified.



## TAXES PAID IN IOWA, 1891 AND 1890 COMPARED.

RAILROADS.	1891.	1890.
Albia & Centerville.....	\$ 1,048.81	\$ 1,194.22
Burlington, Cedar Rapids and Northern.....	95,387.51	108,310.92
Chicago, Burlington & Quincy.....	182,759.96	179,384.19
Chicago, Burlington & Kansas City.....	6,508.61	6,393.55
Kansas City, St. Joseph and Council Bluffs.....	10,761.02	7,175.71
St. Louis, Keokuk & Northwestern.....	3,784.54	5,813.15
Chicago, Fort Madison & Des Moines.....		
Chicago, Iowa & Dakota.....	1,824.96	1,803.51
Chicago, Milwaukee & St. Paul.....	200,338.53	204,900.02
Chicago & Northwestern.....	215,851.01	197,166.76
Chicago, Rock Island & Pacific.....	223,488.74	221,825.08
Chicago, St. Paul & Kansas City.....	40,703.80	41,039.14
Chicago, St. Paul, Minneapolis & Omaha.....	23,825.34	21,835.44
Chicago, Santa Fe & California.....	8,520.49	7,658.92
Crooked Creek.....	1,174.71	1,506.43
Des Moines & Northern.....	1,725.55	858.18
Dubuque & Sioux City.....	80,703.98	77,495.62
Humeston & Shenandoah.....	8,650.69	8,521.25
Iowa Central.....	46,839.03	47,290.13
Iowa Northern.....	564.57	546.09
Keokuk & Western.....	6,225.31	6,323.26
Mason City & Fort Dodge.....	8,765.48	9,215.55
Minneapolis & St. Louis.....	16,854.61	17,397.65
Omaha & St. Louis.....	7,762.46	7,118.61
Prairie Du Chien & McGregor.....	113.25	94.50
Sioux City & Northern.....	814.77	
Sioux City and Pacific.....	15,891.73	16,762.51
Tabor & Northern.....	9.80	
Union Pacific.....		
Wabash.....	8,096.94	8,281.94
Des Moines Union.....	2,865.38	
NARROW GAUGE ROADS—		
Burlington & Northwestern.....	1,461.28	1,440.04
Burlington & Western.....	1,076.90	2,310.53
Des Moines & Kansas City.....	3,602.58	2,965.82
Des Moines & Northwestern.....	4,908.02	5,350.18
Totals.....	\$ 1,234,219.36	\$ 1,223,418.83

A summary of the business of the year shows a very large gain on passenger and freight earnings over 1890, and an increase of tonnage on Iowa traffic for 1891 over 1890 of 1,393,382 tons. The increase in equipment has to some extent relieved the former shortage of cars, which has been less than in previous years.

The fact that the 6 per cent, 7 per cent and 8 per cent bonds of many of the companies will mature soon, and will doubtless be replaced with 3 and 4 per cent bonds will materially aid in the reduction of expenditures.

The population, wealth, industries and productions of the State are increasing rapidly, and the outlook for the future is very promising for the railroad interests of our State. The reports of the different roads, the decisions of the Commissioners, and also of the Courts on matters touching the work of the Commission, reports of serious accidents during the year, and other matters of interest, will be found following this. All of which is respectfully submitted by the Board.

FRANK T. CAMPBELL, *Chairman.*

ATTEST:

W. W. AINSWORTH, *Secretary.*

# COMPILATION OF RAILROAD RETURNS.



TABLE No. 1—

RAILROADS.	Total Mileage.	COMMON.			
		No. of shares authorized.	Par value.	Total par value authorized.	Total amount issued and outstanding
Albia & Centerville.....	24.10	4,000	\$100	\$ 400,000.00	\$ 400,000.00
Burlington, Cedar Rapids & Northern ..	1,014.97	540,000	100	54,000,000.00	7,235,000.00
Chicago, Burlington & Quincy ..	5,132.74	763,945	100	76,394,505.00	76,394,505.00
Chicago, Burlington & Kansas City ..	180.89	80,000	100	8,000,000.00	8,000,000.00
Kansas City, St. Jo. & Council Bluffs ..	304.57	59,697	100	5,925,573.67	5,925,573.67
St. Louis, Keokuk & Northwestern.....	176.45	54,438	100	8,000,000.00	5,443,800.00
Chicago, Fort Madison & Des Moines.....	45.00	50,000	100	5,000,000.00	40,000.00
Chicago, Iowa & Dakota ..	26.50	7,560	100	756,000.00	167,400.00
Chicago, Milwaukee & St. Paul.....	5,702.31	.....	100	.....	46,027,261.00
Chicago & Northwestern ..	4,273.07	441,873	100	+	44,187,365.97
Chicago, Rock Island & Pacific.....	3,078.11	500,000	100	50,000,000.00	46,155,800.00
Chicago, St. Paul & Kansas City ..	815.67	250,000	100	25,000,000.00	14,802,900.00
Chicago, St. Paul, Minneapolis & Omaha ..	1,354.69	300,000	100	30,000,000.00	21,403,203.35
Chicago, Santa Fe & California ..	490.97	300,000	100	30,000,000.00	15,000,000.00
Crooked Creek ..	9.70	5,000	100	500,000.00	225,000.00
Des Moines & Northern ..	41.61	8,327	100	5,000,000.00	832,700.00
Des Moines Union ..	2.70	2,000	100	2,000,000.00	400,000.00
Dubuque & Sioux City ..	524.01	80,000	100	8,000,000.00	7,909,600.00
Humeston & Shenandoah.....	95.45	40,260	100	4,026,000.00	4,026,000.00
Iowa Central.....	502.91	110,000	100	11,000,000.00	7,973,591.30
Iowa Northern.....	5.93	20,000	100	2,000,000.00	90,000.00
Keokuk & Western ..	142.80	40,000	100	4,000,000.00	4,000,000.00
Mason City & Fort Dodge.....	92.00	9,200	100	5,000,000.00	920,000.00
Minneapolis & St. Louis.....	355.60	60,000	100	6,000,000.00	5,769,700.00
Omaha & St. Louis ..	145.00	23,130	100	2,313,000.00	2,313,000.00
Prairie DuChien & McGregor ..	2.00	1,000	100	100,000.00	100,000.00
Sioux City & Northern.....	96.00	14,400	100	10,000,000.00	1,440,000.00
Sioux City & Pacific ..	107.42	60,000	100	6,000,000.00	1,899,400.00
Tabor & Northern.....	9.06	2,400	50	120,000.00	28,450.00
Union Pacific.....	.....	.....	.....	.....	.....
Wabash ..	1,443.50	280,000	100	28,000,000.00	28,000,000.00
NARROW GAUGE ROADS.					
Burlington & Northwestern.....	38.73	1,500	100	300,000.00	\$ 156,900.00
Burlington & Western ..	70.70	30,000	100	3,000,000.00	850,800.00
Des Moines & Kansas City ..	112.00	8,000	100	800,000.00	800,000.00
Des Moines & Northwestern.....	114.00	10,005	100	4,000,000.00	1,000,500.00
Totals ..	26,531.26	4,156,804		\$305,635,078.67	\$360,104,540.20

\* No answer. † No fixed amount. ‡ Includes leased lines. § Issued for construction

## CAPITAL STOCK

PREFERRED.				DIVIDENDS DECLARED DURING THE YEAR.				Total dividends declared during the year.	Amount of its own stock owned by the company.
No. of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding	Common.		Preferred.			
				Rate.	Amount.	Rate.	Amount.		
	\$	\$	\$	\$	\$	\$	\$	\$	\$
				4½	3,437,607.00			3,437,607.00	
				3.07	161,577.17			161,577.17	
				1.22	66,379.17			66,379.17	
5,040	100	504,000.00	77,800.00						
223,354	100	*	22,198,000.00			7	1,532,153.00	1,532,153.00	
	100		22,335,454.56	6	1,882,494.00	7	1,563,310.00	3,445,804.00	10,009,822.61
None.	None.			4	1,846,232.00			1,846,232.00	
200,000	100	20,000,000.00	12,646,833.31		None.		None.	None.	
						4	450,272.00	450,272.00	
									.
									.
				1	79,996.00			79,996.00	
74,000	100	7,400,000.00	5,505,912.14						.
				1	40,000.00			40,000.00	
40,000	100	4,000,000.00	4,000,000.00						.
22,205	100	2,220,500.00	2,220,500.00						.
									.
1,000	100	*	169,000.00			7	11,830.00	11,830.00	.
240,000	100	24,000,000.00	24,000,000.00						.
									.
									.
800,280	\$	\$8,124,560.00	\$83,154,400.01		\$ 7,514,345.34	\$	\$ 3,537,565.00	\$ 11,071,910.34	\$10,009,822.61



TABLE No. I—CAPITAL STOCK—CONTINUED.

RAILROADS.	Total number of shares issued during year.	Cash realized on amount issued during the year.	Total number of shares issued.	Total cash realized.	Total number of stockholders.	Number of shareholders in Iowa.	Amount of stock representing roads in Iowa.	Amount of stock held in Iowa.	Amount of stock per mile of road.	Amount of stock per mile of road in Iowa.	Total amount of stock issued and outstanding.
Albia & Centerville.....	4,000	\$	4,000	\$	7	5	\$ 400,000.00	\$ 127,100.00	\$ 16,597.51	\$ 16,597.51	\$ 400,000.00
Burlington, Cedar Rapids & Northern.....			72,350		342	8	6,098,528.00	4,900.00	7,128.28	7,128.28	7,235,000.00
Chicago, Burlington & Quincy.....			763,945		11,050		16,974,237.18		14,883.15		76,394,505.00
Chicago, Burlington & Kansas City.....			80,000		7		3,432,675.28	500.00	44,201.34		8,000,000.00
Kansas City, St. Jo. & Council Bluffs.....	210		59,679	577,000.00	18		1,120,932.62	68,775.00	18,806.56		5,923,573.67
St. Louis, Keokuk & Northwestern.....			54,438		6		1,568,672.63	400.00	30,830.83	30,830.83	5,443,800.00
Chicago, Fort Madison & Des Moines.....			400	40,000.00	11		40,000.00		888.88	888.88	40,000.00
Chicago, Iowa & Dakota.....			2,452		15		245,200.00		9,232.44	9,232.44	245,200.00
Chicago, Milwaukee & St. Paul.....	65,173		682,261	21,604,317.85	2,864	4	18,521,402.71	11,300.00	11,964.07		68,226,161.00
Chicago & Northwestern.....			663,228	2,911,466.14	3,555	18	18,107,361.45	488,300.00	15,512.93	15,567.92	66,522,820.53
Chicago, Rock Island & Pacific.....			461,560	46,156,000.00	3,929	36	16,276,098.50	286,600.00	16,935.18		46,156,000.00
Chicago, St. Paul & Kansas City.....			148,929	14,892,900.00	352	47	8,497,888.74	112,600.00			14,892,900.00
Chicago, St. Paul, Minneapolis & Omaha.....			340,501	4,314,717.73	1,099	2	1,873,814.25	10,000.00			34,050,126.66
Chicago, Santa Fe & California.....			150,000		15	1	600,750.00	100.00	30,551.76		15,000,000.00
Crooked Creek.....			2,250		7		225,000.00		11,855.67	11,855.67	225,000.00
Des Moines & Northern.....			8,327	832,700.00	7		832,700.00		29,012.01	29,012.01	832,700.00
Des Moines Union.....			4,000	400,000.00	12		400,000.00		148,148.15	148,148.15	400,000.00
Dubuque & Sioux City.....			79,996	7,999,600.00	35	7	9,183,837.71	5,700.00	15,266.12	15,266.12	7,999,600.00
Humeston & Shenandoah.....			40,260		8	3	4,026,000.00	500.00	42,179.15	42,179.15	4,026,000.00
Iowa Central.....			900	90,000.00	997	5	11,103,179.78	2,400.00	26,802.96	26,802.96	13,479,503.44
Iowa Northern.....			900	90,000.00	6		90,000.00		15,000.00	15,000.00	90,000.00
Keokuk & Western.....			40,000		105	5	2,400,000.00	23,400.00	28,015.29	28,015.29	4,000,000.00
Mason City & Fort Dodge.....			9,200		8	1	920,000.00	100.00	26,540.00	10,000.00	920,000.00
Minneapolis & St. Louis.....			97,679		490		3,693,133.56		31,235.52		9,767,700.00
Omaha & St. Louis.....			1,000	100,000.00	235		2,094,789.84		50,000.00		1,000,000.00
Prairie du Chien & McGregor.....			14,400		13	13	1,261,950.00	1,440,000.00	15,000.00	15,000.00	1,440,000.00
Sioux City & Northern.....			20,684		61	2	1,549,470.75	1,300.00	19,235.26	19,235.26	2,068,400.00
Sioux City & Pacific.....			253	12,671.40	102		28,450.00		3,140.17	3,140.17	28,450.00
Tabor & Northern.....	31	1,571.40	253	12,671.40							
Union Pacific.....											
Wabash.....			520,000		†	†	1,556,217.00		36,023.55	36,023.55	52,000,000.00
NARROW GAUGE ROADS.											
Burlington & Northwestern.....			1,569	156,900.00	229		156,900.00		4,051.12	4,051.12	156,900.00
Burlington & Western.....			8,568	856,801.82	6		856,801.82		12,118.84	12,118.84	856,801.82
Des Moines & Kansas City.....			8,000		1		714,285.80		7,142.85	7,142.85	800,000.00
Des Moines & Northwestern.....			10,000	500.00	7	6	1,000,500.00		8,776.31	8,776.31	1,000,500.00
Totals.....	69,414	\$1,571.40	4,302,834	\$100,945,574.94	26,501	163	\$135,871,277.62	\$ 2,577,775.00			\$453,259,142.12

\* No answer. † Not known. ‡ Issued for construction and reorganization. § All held by M. A. B. Edgerly, trustee.

TABLE No. II—MANNER OF PAYMENT OF CAPITAL STOCK.

RAILROADS.	ISSUED FOR CASH.				ISSUED FOR REORGANIZATION.				ISSUED FOR OTHER PURPOSES.			Aggregate cash realized.
	No. issued during year.	Cash realized on same.	Total number of shares issued.	Total cash realized.	No. of shares issued during the year.	Total number of shares issued.	Total cash realized.	Total issued for dividends on earnings.	Number of shares issued during year.	Total number of shares.	Total cash realized.	
Albia & Centerville.....					4,000	4,000						
Burlington, Cedar Rapids & N.....						55,000					17,259	
Chicago, Burlington & Quincy.....											763,945	
Chicago, Burlington & K. C.....						80,000						
Kansas City, St. Jo. & C. B.....			5,770	577,000.00					210		59,679	577,000.00
St. Louis, Keokuk & Northwestern.....						40,000					14,438	
Chicago, Fort Madison & D. M.....											400	40,000.00
Chicago, Iowa & Dakota.....											2,452	
Chicago, Milwaukee & St. Paul.....			222,826	21,604,317.85							459,432	21,604,317.85
Chicago & Northwestern.....			36,460	2,911,466.14				3,731,800.00	65,173		628,828	2,911,466.14
Chicago, Rock Island & Pacific.....			41,960	4,196,000.00		419,600	41,960,000.00					46,156,000.00
Chicago, St. Paul & Kansas City.....											148,929	14,892,900.00
Chicago, St. Paul, Minneapolis & O.....			73,930	4,314,717.73		98,064					167,967	4,314,717.73
Chicago, Santa Fe & California.....											150,000	
Crooked Creek.....			117					153,500.00			598	
Des Moines & Northern.....			5	500.00		8,322	832,700.00					832,700.00
Des Moines Union.....			4,000	400,000.00								400,000.00
Dubuque & Sioux City.....						79,996	7,999,600.00					7,999,600.00
Humeston & Shenandoah.....											40,260	
Iowa Central.....												
Iowa Northern.....											900	90,000.00
Keokuk & Western.....												90,000.00
Mason City & Fort Dodge.....												
Minneapolis & St. Louis.....											9,200	
Omaha & St. Louis.....												
Prairie du Chien & McGregor.....			1,000	100,000.00								100,000.00
Sioux City & Northern.....											14,400	
Sioux City & Pacific.....											20,684	
Tabor & Northern.....	31	1,571	253	12,671.40								12,671.40
Union Pacific.....												
Wabash.....							52,000,000.00					52,000,000.00
NARROW GAUGE ROADS.												
Burlington & Northwestern.....											1,569	156,900.00
Burlington & Western.....			7,500	750,000.00							1,038	856,801.82
Des Moines & Kansas City.....												
Des Moines & Northwestern.....			5	500.00							10,000	500.00
Totals.....	31	1,571	393,769	\$4,867,173.12	4,000	785,582	\$102,791,800.00	\$ 3,885,200.00	65,383	2,506,169	\$15,863,601.82	\$12,945,574.94

‡ No answer. § See Company's report. † Not known.



TABLE No. III.—FUNDED DEBT.

RAILROADS,	MORTGAGE BONDS.			MISCELLANEOUS OBLIGATIONS.			INCOME BONDS.		
	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
Albia & Centerville	14,064,000.00	14,964,000.00	7,105,847.50						
Burlington, Cedar Rapids & N.	123,158,335.58	109,948,291.86							
Chicago, Burlington & Quincy									
Chicago, Burlington & K. C.									
Kansas City, St. Jo. & C. B.	5,818,000.00	5,887,016.48	327,200.00						
St. Louis, Keokuk & N.W.	5,180,000.00	5,150,000.00							
Chicago, Fort Madison & D. M.	397,000.00	397,000.00							
Chicago, Milwaukee & N.W.									
Chicago & Northwestern	63,447,000.00	122,759,000.00							
Chicago, Rock Island & Pacific.	51,132,000.00	60,753,500.00	23,587,589.03						
Chicago, St. Paul & K. C.	88,901,000.00	51,019,000.00							
Chicago, St. Paul, M. & Omaha.	23,742,800.00	23,407,000.00	18,502,250.00						
Chicago, Santa Fe & California	17,583,000.00	23,742,800.00	9,908,507.96						
Crooked Creek		17,583,000.00							
Des Moines & Northern.	741,000.00	741,000.00							
Des Moines Union	497,000.00	497,000.00							
Dubuque & Sioux City	9,231,000.00	9,142,000.00	497,000.00						
Hamilton & Shenandoah.	2,684,000.00	2,684,000.00	9,231,000.00						
Iowa Central	5,916,956.21	5,916,956.21	2,684,000.00						
Iowa Northern.	60,000.00	60,000.00							
Keokuk & Western.	340,000.00	340,000.00	60,000.00						
Mason City & Ft. Dodge.	1,380,000.00	1,380,000.00							
Minneapolis & St. Louis.	4,808,000.00	4,718,000.00							
Omaha & St. Louis	2,798,000.00	2,798,000.00							
Prairie du Chien & McGregor			38,250,000.00						
Sioux City & Northern.	1,620,000.00	1,620,000.00							
Sioux City & Pacific.	3,256,320.00	3,256,320.00							
Tabor & Northern.	20,200.00	20,200.00	15,330.00						
Union Pacific									
Wabash.	78,000,000.00	78,000,000.00							
NARROW GAUGE ROADS.									
Burlington & Northwestern.	220,000.00								
Burlington & Western	571,301.21	571,301.21	220,000.00						
Des Moines & Kansas City									
Des Moines & Northwestern.	450,000.00	450,000.00							
Totals.	447,196,813.00	548,065,193.76	90,847,404.51	68,547,880.84	67,902,575.46	53,241,647.36	8,481,700.00	7,521,700.00	6,281,700.00

4 No funded debt. + \$19,000,000.00 of this amt. debenture bonds. + \$17,927,350.83 realized from D. B. bonds. No answer.

TOTALS	\$41,100,510.00	\$85,060,130.10	\$6,041,000.00	\$1,064,010.00	\$49,245,620.10
No funded debt	+\$10,000,000.00				
of this amt is debenture bonds	±\$17,937,550.83				
realized from D. P. bonds.					
No answer.					

TABLE No. III.—FUNDED DEBT—CONTINUED.

RAILROADS.	TOTAL.			Amount of debt representing road in town.	INTEREST.	
	Amount issued.	Amount outstanding.	Cash realized.		Amount accrued during the year.	Amount paid during the year.
Albia & Centerville.	14,954,000.00	14,954,000.00	5,165,847.50	12,450,200.00	571,130.00	771,130.00
Burlington, Cedar Rapids and Northern.	129,014,015.42	114,698,482.70		23,623,300.50	5,708,925.34	5,988,972.85
Chicago, Burlington & Quincy.						
Chicago, Burlington & Kansas City.						
Kansas City, St. Jo & Council Bluffs.	5,818,000.00	5,887,016.48	327,200.00	974,470.08	302,560.00	301,013.00
St. Louis, Keokuk & Northwestern.	5,150,000.00	5,150,000.00		1,175,940.30	286,250.00	280,000.00
Chicago, Ft. Madison & Des Moines.						
Chicago, Iowa & Dakota.	207,000.00	307,000.00	307,000.00	307,000.00	23,820.00	
Chicago, Milwaukee & St. Paul.		199,707,000.00		35,250,885.50	7,337,251.61	7,214,741.28
Chicago & Northwestern.	116,045,000.00	119,570,800.00	50,016,005.86	31,350,001.47	8,882,500.00	8,783,807.28
Chicago, Rock Island & Pacific.	51,032,000.00	51,032,000.00	47,125,882.50	18,104,000.81	5,745,750.00	5,745,750.00
Chicago, St. Paul & Kansas City.	42,941,400.00	40,000,670.07	28,960,350.00	17,683,270.30	1,633,325.00	1,028,115.00
Chicago, St. Paul, Minneapolis & Omaha.	29,747,800.00	23,752,800.00	9,908,507.96	1,300,500.88	1,413,116.00	1,403,789.35
Chicago, Santa Fe & California.	17,385,000.00	17,385,000.00	17,385,000.00	665,000.00	160,480.00	
Crowded Creek.						
Des Moines & Northern.	741,000.00	741,000.00		741,000.00	37,045.83	21,820.20
Des Moines Union.	407,000.00	407,000.00	407,000.00	407,000.00	34,850.00	24,800.00
Dubuque & Sioux City.	9,221,000.00	9,142,000.00	9,221,000.00	10,560,820.56	520,170.00	520,170.00
Houston & Shennandoah.	2,684,000.00	2,684,000.00	2,684,000.00	2,684,000.00	187,880.00	187,880.00
Iowa Central.	5,916,556.21	5,917,912.42		4,873,844.62	293,800.00	293,450.00
Iowa Northern.	60,000.00	50,000.00	60,000.00	50,000.00	3,000.00	3,000.00
Keokuk & Western.	220,000.00	220,000.00		112,300.00	14,116.65	14,116.65
Mason City & Ft. Dodge.	1,380,000.00	1,380,000.00		1,820,347.01	82,800.00	
Minneapolis & St. Louis.	9,954,000.00	9,213,000.00		3,085,133.50	501,140.00	200,080.00
Omaha & St. Louis.	2,768,000.00	2,768,000.00	38,250.00	1,371,152.14	111,290.00	56,465.00
Prairie du Chien & McGregor.						
Sioux City & Northern.	1,920,000.00	1,920,000.00			96,000.00	96,000.00
Sioux City & Pacific.	3,256,320.00	3,256,320.00		2,516,374.50	105,370.50	97,570.00
Tabor & Northern.	30,200.00	50,824.35	45,954.35	49,504.42	3,415.00	1,202.72
Union Pacific.						
Wabash.		78,000,000.00		322,000.00	2,605,001.54	2,815,338.15
Burlington & Northwestern.						
Burlington & Western.	220,000.00	220,000.00	220,000.00	340,923.57	16,400.00	
Des Moines & Kansas City.	571,201.21	571,201.21		912,077.59	39,984.00	
Des Moines & Northwestern.				490,885.35		
Totals.	\$446,217,493.84	\$623,550,737.43	\$174,506,628.37	\$174,472,480.82	\$1,302,831.43	\$9,562,061.50

No funded debt. \* No separate report for Iowa. † Taken on previous report.

No funded debt. \* No separate report for Iowa. 1941, \$20,000 of this amount is funded. † No answer. ‡ Taken from previous report.



TABLE No. IV.—CURRENT ASSETS AND LIABILITIES.

## A. CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

RAILROADS.	Cash.	Bills receivable	Due from ag'ts.	Net traffic bal- ances due from other com- panies.	Due from solv- ent comp'ies and individu- als.	Other cash as- sets including material and supplies on hand.	Balance curr't liabilities.	Total.	Materials and supplies on hand.
Albia & Centerville.....	1,577.68		547.41	1,013.83	835.04			3,973.96	
Burlington, Cedar Rapids & N.	287,483.39	25,491.85	78,060.08	50,341.73	28,714.22	630.00	16,608.57	496,929.84	184,312.16
Chicago, Burlington & Quincy	2,515,706.28	451,355.51	95,634.17		915,973.51	879,016.15		4,857,775.53	1,666,165.13
Chicago, Burlington & K. O.	43,930.37		1,145.70	2,310.57	18,229.14		801,127.93	866,743.71	42,116.98
Kansas City, St. Jo. & C. B.	246,825.08	2,500.00	6,896.22	6,765.29	175,818.35			438,804.94	93,265.22
St. Louis, Keokuk & N-W.	37,300.94		13,222.83		172,199.65	12,073.81	369,652.06	604,548.29	67,025.88
Chicago, Ft. Madison & D. M.	4,538.47		55.40	346.87	445.03			5,385.77	
Chicago, Iowa & Dakota	697.90	424.00	630.66				50,567.02	32,320.48	729.53
Chicago, Milwaukee & St. Paul	3,493,760.00		256,954.26	818,256.37	1,203,206.25	5,973,072.11		11,745,248.99	2,313,224.30
Chicago & Northwestern	1,324,186.51	114,693.20	1,466,772.55		85,174.72	307,531.58		3,298,559.56	1,050,532.01
Chicago, Rock Island & Pacific	433,312.92	5,350.00	467,549.43	28,663.61	278,312.25		2,596,994.61	3,810,183.82	915,512.12
Chicago, St. Paul & K. O.	40,249.47	1,069.80	171,438.81		32,183.92	200,032.50	480,605.78	927,313.37	97,808.69
Chicago, St. Paul, M. & Omaha	796,937.37	772.26	99,316.37	121,047.79	987,122.18	35,234.33		2,040,430.30	748,800.77
Chicago, Santa Fe & California									
Crooked Creek.....	3,264.88							3,264.88	
Des Moines & Northern.	21,008.23	5,900.70	5,066.02			1,967.73	20,735.15	60,708.73	1,323.41
Des Moines Union.....		20,003.46						20,003.46	7,094.95
Dubuque & Sioux City.		30,416.56			6,929.28	243.82	282,945.11	320,534.77	
Humeston & Shenandoah.	32,136.30		241.36	5,130.09	90,060.70			133,569.35	16,819.46
Iowa Central.....	68,430.35		26,774.59		60,388.70		442,542.60	598,086.24	163,683.03
Iowa Northern.....							10.32	10.32	
Keokuk & Western.....	26,350.03		431.69	6,082.00	4,577.32			37,441.04	15,589.54
Mason City & Fort Dodge.	3,748.15	499.35	2,116.20	156.60	1,034.40	50.00	446,947.01	454,551.80	11,249.54
Minneapolis & St. Louis	491,310.25		43,505.22	64,863.61	45,415.30	321,861.27	892,599.52	1,850,557.17	147,938.72
Omaha & St. Louis	8,145.60		10,187.21	13,570.08	4,489.41		175,902.54	212,295.44	39,431.07
Prairie du Chien & McGregor.									
Sioux City & Northern.....	868.63		20,452.67		90,466.99			111,788.27	29,426.80
Sioux City & Pacific.....	231,095.88		56,249.15					287,345.03	70,819.16
Tabor & Northern.....		310.00		79.75	597.50	1,500.00	29,704.62	32,197.47	
Union Pacific.....									
Wabash.....	1,188,922.88		85,058.88		613,579.07	532,830.77		2,420,391.61	600,271.46
NARROW GAUGE ROAD.									
Burlington & Northwestern.....	1,395.46	1,172.10	123.15	714.04	50,552.43		120,922.57	174,879.75	11,201.63
Burlington & Western.....	6,596.96	50.00	1,399.72	609.15	1,784.72		340,876.08	351,246.63	
Des Moines & Kansas City.....			1,308.70		30,381.52		516,731.95	548,422.17	1,220.88
Des Moines & Northwestern.....	14,108.15	3,000.00	512.63		6,838.72		85,008.43	109,467.93	
Totals.....	\$ 11,324,057.13	\$ 663,940.79	\$ 2,912,232.07	\$ 1,128,954.88	\$ 4,912,013.32	\$ 8,246,044.17	\$ 7,656,512.77	\$ 36,843,780.71	\$ 8,495,648.44

† None.

TABLE No. IV.—CONTINUED.

## B. CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901.

RAILROADS.	Loans and bills payable.	Audited vouch- ers and ac- counts.	Wages and salaries.	Net traffic bal- ances due to other com- panies.	Dividends not called for.	Matured inter- est coupons unpaid.	Rentals due July 1st.	Miscellaneous.	Balance cash assets.	Total.
Albia & Centerville.....		2,629.30	450.00					885.57		3,973.96
Burlington, Cedar Rapids & N.		242,436.07	250,799.10			3,694.67			496,929.84	
Chicago, Burlington & Quincy	1,250,000.00	794,586.20	85,391.60	407,528.36	132.00	1,305,961.50		25,083.20	969,002.77	4,837,775.64
Chicago, Burlington & K. O.	820,000.00	35,282.76	10,896.55				564.40		866,743.71	
Kansas C. St. Jo. & Council B.	85,000.00	66,205.89	56,074.63			179,714.50			438,804.94	
St. Louis, Keokuk & N-W.	50,949.52	496,260.44	40,133.13	17,565.20					604,548.29	
Chicago, Ft. Madison & Des M.		369.53	1,302.18					3,654.06	5,385.77	
Chicago, Iowa & Dakota	6,112.65		1,962.99	484.84		24,820.00			32,320.48	
Chicago, Milwaukee & St. Paul.	3,477,228.44	1,213,912.28	1,572,805.88		30,027.08	3,441,406.60			2,009,734.65	11,745,248.99
Chicago & Northwestern		835,715.13	1,142,086.27	200,068.05	41,884.75	324,692.62	6,000.00		747,913.34	3,298,559.56
Chicago, Rock Island & Pacific.	3,282,388.91	497,227.85	39,567.06						3,810,183.82	
Chicago, St. Paul & Kansas City.	285,041.17	354,655.39	194,222.07	40,601.14		8,525.00		44,268.60	927,313.37	
Chic. St. Paul, Minneapolis & O.		302,841.56	250,734.31		225,136.00	83,016.75	7,595.38		2,040,430.30	
Chicago, Santa Fe & California										
Crooked Creek.....								3,264.88	3,264.88	
Des Moines & Northern.....	6,771.41	6,783.36	2,961.49	10,392.50		33,799.88			60,708.73	
Des Moines Union.....		11,203.08	8,298.82					591.50	20,003.46	
Dubuque & Sioux City.		294,339.54			575.23	25,620.00			320,534.77	
Humeston & Shenandoah.		4,813.20	7,276.46			93,940.00			133,569.35	
Iowa Central.....	325,000.00	147,865.83	61,071.58	7,032.58		19,425.00	18,810.00	18,281.25	598,086.24	
Iowa Northern.....								10.32	10.32	
Keokuk & Western.....		9,481.07	13,412.61					7.20	14,540.16	
Mason City & Ft. Dodge.	30,977.50	4,012.62	3,875.63	1,686.56		414,000.00			454,551.80	
Minneapolis & St. Louis		113,548.55	63,471.48			1,619,480.00		63,057.14	1,850,557.17	
Omaha & St. Louis	36,226.27	44,103.85	22,150.32			109,815.00			212,295.44	
Prairie du Chien & McGregor.										
Sioux City & Northern.....		22,967.64	14,685.17	25,781.45		50,505.00		48,324.01	111,788.27	
Sioux City & Pacific.....		17,360.59	39,971.22	940.33		1,818.00	41.00	40.18	287,345.03	
Tabor & Northern.....	30,440.85	500.00		227.74					32,197.47	
Wabash.....	261,756.19	508,321.21	402,964.57	274,961.17		273,516.50		315,404.25	2,420,391.61	
NARROW GAUGE ROAD.										
Burlington & Northwestern.....	29,217.10	10,580.08	158.80	535.97		133,904.00	483.80		174,879.75	
Burlington & Western.....	85,325.19	4,377.51	562.30	509.23		250,882.00		590.40	351,246.63	
Des Moines & Kansas City.....	504,012.83	7,675.32	4,980.63	54.97				7.00	548,422.17	
Des Moines & Northwestern.....	74,651.40	5,315.90	69.28	296.65		22,750.00	3,547.50	2,897.20	109,467.93	
Totals.....	\$ 10,640,809.13	\$ 16,145,432.44	\$ 14,537,980.13	\$ 988,307.43	\$ 297,755.00	\$ 88,429,370.45	\$ 37,042.08	\$ 469,576.74	\$ 85,498,602.22	\$ 36,843,774.71

\* None.



TABLE No. V—RECAPITULATION OF STOCK AND DEBT.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

RAILROADS.	STOCK.				BONDS.		
	Total amount outstanding.	Apportioned to railroads.	Apportioned to other properties.	Amount of stock per mile of road.	Total amount outstanding.	Apportioned to railroads.	Apportioned to other properties.
Albia & Centerville	\$ 400,000.00	\$ 400,000.00		16,597.51	\$	\$	\$
Burlington, Cedar Rapids & Northern	7,235,000.00	7,235,000.00		7,128.68	14,964,000.00	14,964,000.00	
Chicago, Burlington & Quincy	76,394,505.00	76,394,505.00		14,881.75	114,668,482.70	114,668,482.70	
Chicago, Burlington & Kansas City	8,000,000.00	8,000,000.00		44,201.34			
Kansas City, St. Jo. & Council Bluffs	5,025,573.67	5,025,573.67		18,806.56	5,587,016.48	5,587,016.48	
St. Louis, Keokuk & Northwestern	5,443,800.00	5,443,800.00		30,830.83	5,150,000.00	5,150,000.00	
Chicago, Ft. Madison & Des Moines	40,000.00	40,000.00		888.88			
Chicago, Iowa & Dakota	245,200.00	245,200.00		9,251.44	397,000.00	397,000.00	
Chicago, Milwaukee & St. Paul	68,226,161.00	68,226,161.00		11,964.67	129,797.00	129,797.00	
Chicago & Northwestern	66,522,820.53	66,522,820.53	235,000.00	15,512.93	112,570,500.00	112,570,500.00	
Chicago, Rock Island & Pacific	46,156,000.00	46,156,000.00		16,935.18	51,019,000.00	47,791,000.00	3,228,000.00
Chicago, St. Paul & Kansas City	14,892,900.00	14,892,900.00		18,258.50	30,990,670.07	30,990,670.07	
Chicago, St. Paul, Minneapolis & Omaha	34,050,126.66	34,050,126.66		25,135.00	23,742,800.00	23,742,800.00	
Chicago, Santa Fe & California	15,000,000.00			30,551.76	17,583,000.00		
Crooked Creek	225,000.00	115,000.00	110,000.00	11,855.67			
Des Moines & Northern	832,700.00	832,700.00		20,012.01	741,000.00	741,000.00	
Des Moines Union	400,000.00	400,000.00		148,148.15	497,000.00	497,000.00	
Dubuque & Sioux City	7,999,600.00	7,999,600.00		15,266.12	9,142,000.00	9,142,000.00	
Humeston & Shenandoah	4,026,000.00	4,026,000.00		42,179.15	2,684,000.00	2,684,000.00	
Iowa Central	13,479,503.44	13,479,503.44		26,802.96	5,916,956.21	5,916,956.21	
Iowa Northern	90,000.00	90,000.00		15,000.00	50,000.00	50,000.00	
Keokuk & Western	4,000,000.00	4,000,000.00		28,015.20	220,000.00	220,000.00	
Mason City & Fort Dodge	920,000.00	920,000.00		10,000.00	1,380,000.00	1,380,000.00	
Minneapolis & St. Louis	9,769,700.00	9,769,700.00		26,540.88	9,213,000.00	9,213,000.00	
Omaha & St. Louis	4,533,500.00	4,533,500.00		31,265.52	2,768,000.00	2,768,000.00	
Prairie du Chien & McGregor	100,000.00	100,000.00		50,000.00			
Sioux City & Northern	1,440,000.00	1,440,000.00		15,000.00	1,920,000.00	1,920,000.00	
Sioux City & Pacific	2,068,400.00	2,068,400.00		19,255.36	3,256,320.00	3,256,320.00	
Tabor & Northern	28,450.00	28,450.00		3,140.17	50,824.55	50,824.55	
Union Pacific							
Wabash	52,000,000.00	52,000,000.00		36,023.55	78,000,000.00	78,000,000.00	
NARROW GAUGE ROADS.							
Burlington & Northwestern	156,900.00	156,900.00		4,051.12	220,000.00	220,000.00	
Burlington & Western	856,801.82	856,801.82		12,118.84	571,201.21	571,201.21	
Des Moines & Kansas City	800,000.00	800,000.00		7,142.85			
Des Moines & Northwestern	1,000,500.00	1,500,000.00		8,776.31	450,000.00	450,000.00	
Totals	\$453,250,142.12	\$437,014,142.12	345,000.00	791,541.79	\$400,882,568.22	\$473,071,568.22	\$ 3,228,000.00

TABLE No. V—CONTINUED.

RAILROADS.	BONDS.		OTHER OBLIGATIONS.		Total amount of stock, bonds and other obligations outstanding.	Total amount of stock, bonds and other obligations per mile of road.	Number of miles of road.
	Amount of bonds per mile of road.	Total amount outstanding.	Amount per mile of road.				
Albia & Centerville	\$ 14,562.93	\$		\$	400,000.00	16,597.51	24.10
Burlington, Cedar Rapids & Northern	22,109,000.00				21,691.61		
Chicago, Burlington & Quincy	22,340.58				191,062,987.70	37,294.33	5,132.74
Chicago, Burlington & Kansas City	8,000,000.00				44,201.34		180.00
Kansas City, St. Jo. & Council Bluffs	17,732.05				11,512,500.13	36,538.61	315.08
St. Louis, Keokuk & Northwestern	29,166.00				10,593,800.00	59,997.73	176.45
Chicago, Ft. Madison & Des Moines	40,000.00				888.88		45.00
Chicago, Iowa & Dakota	15,000.00				642,200.00	24,232.44	26.50
Chicago, Milwaukee & St. Paul	22,762.16				198,024,161.00	34,726.83	5,702.31
Chicago & Northwestern	26,944.17				179,033,320.53	41,857.10	4,273.07
Chicago, Rock Island & Pacific	17,535.09				97,175,000.00	34,470.27	2,725.45
Chicago, St. Paul & Kansas City	37,994.13	1,524,539.31	1,869.06		47,408,109.38	58,121.69	
Chicago, St. Paul, Minneapolis & Omaha	17,526.37				57,792,926.66	42,661.37	1,354.69
Chicago, Santa Fe & California	35,812.78				32,583,000.00	66,394.54	490.97
Crooked Creek					225,000.00	11,855.67	9.70
Des Moines & Northern	17,808.22				1,573,700.00	37,820.23	41.61
Des Moines Union	184,074.44				807,000.00	332,222.59	2.70
Dubuque & Sioux City	17,446.23				17,141,600.00	32,712.35	524.01
Humeston & Shenandoah	28,119.44				6,710,000.00	70,598.59	95.45
Iowa Central	11,765.41	120,121.95	256.75		19,325,581.60	38,825.12	502.91
Iowa Northern	8,333.53				140,000.00	23,553.53	5.93
Keokuk & Western	1,540.53				4,220,000.00	29,551.75	142.80
Mason City & Ft. Dodge	15,000.00				2,300,000.00	25,600.00	92.00
Minneapolis & St. Louis	25,028.53				18,982,700.00	51,559.41	368.10
Omaha & St. Louis	19,089.66				7,301,500.00	50,353.18	145.00
Prairie du Chien & McGregor					100,000.00	50,000.00	2.00
Sioux City & Northern	20,000.00				3,390,000.00	35,000.00	96.00
Sioux City & Pacific	30,313.90				5,324,720.00	49,569.16	107.42
Tabor & Northern	5,609.27	3,875.00	427.81		83,149.55	9,177.25	9.06
Union Pacific							4.12
Wabash	55,237.16				130,000,000.00	91,200.71	1,443.50
NARROW GAUGE ROADS.							
Burlington & Northwestern	5,679.39				375,900.00	9,730.51	38.73
Burlington & Western	8,079.22				1,428,003.03	20,198.06	70.70
Des Moines & Kansas City					800,000.00	7,142.85	112.00
Des Moines & Northwestern	3,947.30				1,450,500.00	12,725.61	114.00
Totals	\$ 713,849.21	\$ 1,657,536.26	2,553.62	1,078,466,449.60	\$ 1,505,940.62		24,375.09



TABLE No. V--CONTINUED.

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

RAILROADS.	Capital stock.	Funded debt.	Current liabilities.	Total debt.	Total stock and debt.	AMOUNT PER MILE OF ROAD.	
						No. miles.	Amount.
Albia & Centerville	400,000.00		22,188.39	22,188.39	422,188.39	24.10	17,518.19
Burlington, Cedar Rapids & Northern	7,235,000.00	14,964,000.00	496,929.84	15,460,929.84	22,695,929.84	1,027.54	22,087.63
Chicago, Burlington & Quincy	76,364,505.00	114,668,482.70		114,668,482.70	191,032,987.70	5,132.74	37,224.33
Chicago, Burlington & Kansas City	8,000,000.00		896,743.71	896,743.71	8,896,743.71	180.99	48,987.53
Kansas City, St. Jo. & Council Bluffs	5,925,573.67	5,587,016.48	412,087.65	5,999,104.13	11,924,677.80	304.57	39,152.50
St. Louis, Keokuk & Northwestern	5,443,800.00	5,150,000.00	604,548.29	5,754,548.29	11,198,348.29	176.45	63,464.71
Chicago, Ft. Madison & Des Moines	40,000.00				40,000.00	45.00	888.88
Chicago, Iowa & Dakota	245,200.00	307,000.00		307,000.00	642,200.00	26.50	24,252.44
Chicago, Milwaukee and St. Paul	68,226,161.00	129,797,000.00		139,797,000.00	198,023,161.00	5,702.31	34,726.83
Chicago & Northwestern	66,287,820.53	112,570,500.00	2,550,446.22	115,120,946.22	181,408,766.75	4,273.07	42,453.97
Chicago, Rock Island & Pacific	56,822,280.00	53,613,000.00	2,596,994.61	56,209,994.61	113,032,274.61	3,078.11	39,721.32
Chicago, St. Paul & Kansas City	14,892,900.00	32,515,209.38	927,313.37	33,442,522.75	48,335,422.75	838.67	57,653.42
Chicago, St. Paul, Minneapolis & Omaha	34,101,226.66	23,742,800.00	1,716,267.22	25,459,067.22	59,560,293.88	1,368.31	43,528.36
Chicago, Santa Fe & California	15,000,000.00	17,583,000.00		17,583,000.00	32,583,000.00	490.97	66,364.54
Crooked Creek	115,000.00				115,000.00	23.20	4,956.89
Des Moines & Northern	832,700.00	741,000.00		741,000.00	1,573,700.00	41.61	37,820.23
Des Moines Union	400,000.00	497,000.00		497,000.00	897,000.00	2.70	532,222.59
Dubuque & Sioux City	9,586,100.00	10,700,000.00	320,534.77	11,020,534.77	20,615,634.77	509.59	34,382.88
Humeston & Shenandoah	4,026,000.00	2,084,000.00		2,684,000.00	6,710,000.00	95.45	70,298.59
Iowa Central	14,079,503.44	6,507,953.21	598,086.24	7,106,042.45	21,185,545.89	494.10	42,876.95
Iowa Northern	90,000.00		10.32	50,010.32	140,010.32	5.93	23,353.31
Keokuk & Western	4,000,000.00	220,000.00		220,000.00	4,220,000.00	142.80	29,551.75
Mason City & Ft. Dodge	920,000.00	1,380,000.00	446,947.01	1,826,947.01	2,746,947.01	92.00	29,838.12
Minneapolis & St. Louis	9,769,700.00	9,935,000.00	1,890,521.17	10,863,521.17	20,633,221.17	367.70	56,114.28
Omaha & St. Louis	4,333,500.00	2,768,000.00	175,002.54	2,943,902.54	7,277,402.54	145.00	51,568.29
Prairie du Chien & McGregor	100,000.00				100,000.00	2.00	50,000.00
Sioux City & Northern	1,440,000.00	1,920,000.00		1,920,000.00	3,360,000.00	96.00	35,000.00
Sioux City & Pacific	2,068,400.00	3,256,320.00	102,807.14	3,359,127.14	5,427,527.14	107.42	50,526.22
Tabor & Northern	28,450.00	20,200.00	29,704.62	49,904.62	78,354.62	9.06	9,105.98
Wabash	52,000,600.00	78,000,000.00		78,000,000.00	130,000,600.00	1,443.50	91,200.71
NARROW GAUGE ROADS.							
Burlington & Northwestern	156,000.00	220,000.60	120,922.57	340,922.57	497,822.57	38.73	12,853.66
Burlington & Western	856,801.82	571,301.21	340,876.08	912,077.29	1,768,879.11	70.70	25,019.50
Des Moines & Kansas City	800,000.00		516,731.95	516,731.95	1,316,731.95	112.00	10,863.68
Des Moines & Northwestern	1,000,500.00	450,000.00	85,008.43	535,008.43	1,535,508.43	114.00	13,469.37
Totals	\$465,818,022.12	\$629,615,685.98	\$ 14,761,582.14	\$644,377,268.12	\$ 1,110,195,280.24	26,672.73	

TABLE VI--COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

EXPENDITURES DURING THE YEAR--CONSTRUCTION.

RAILROADS.	Right of way.	Other real estate.	Fences.	Grading and bridging and culvert masonry.	Bridges and trestles.	Rails.
Albia & Centerville	\$ 2,250.00		750.70	8,117.39	4,361.51	12,707.80
Burlington, Cedar Rapids & Northern	163,330.78	762.77	31,866.89	60,565.11	53,347.78	\$485,598.55
Chicago, Burlington & Quincy	3,057.45					
Chicago, Burlington & Kansas City		500,331.13	433.51		9,686.79	
Kansas City, St. Jo. & Council Bluffs			105.40		4,047.78	
St. Louis, Keokuk & Northwestern						
Chicago, Ft. Madison & Des Moines						
Chicago, Iowa & Dakota						
Chicago, Milwaukee and St. Paul	51,464.84	134,792.25	60,912.42	34,240.81	73,413.14	287,049.14
Chicago & Northwestern	632,601.78		47,397.60	666,704.65	214,179.74	469,918.87
Chicago, Rock Island & Pacific						
Chicago, St. Paul & Kansas City	11,510.16		897.51	218,021.66	31,137.77	
Chicago, St. Paul, Minneapolis & Omaha	92,005.54	28,645.84	12,362.22		142,675.03	
Chicago, Santa Fe & California	25,680.84		3,250.55	61,068.48	29,570.88	984.85
Crooked Creek						
Des Moines & Northern			2,641.18			
Des Moines Union	390.00	5,448.69		2,347.32		2,579.30
Dubuque & Sioux City	425.56	44,349.38	684.97	105,681.93	80,826.09	
Humeston & Shenandoah	18.50					
Iowa Central	2,309.45				21,144.77	42,542.10
Iowa Northern						
Keokuk & Western	15.00	50.00	359.69		21.60	12,110.73
Mason City & Ft. Dodge	287.60		112.37	147.50		
Minneapolis & St. Louis						
Omaha & St. Louis					26,700.76	
Prairie du Chien & McGregor						
Sioux City & Northern						
Sioux City & Pacific	966.75					
Tabor & Northern	350.00					480.00
Union Pacific						
Wabash						
NARROW GAUGE ROADS.						
Burlington & Northwestern			137.40			
Burlington & Western	20.30		1,095.17			
Des Moines & Kansas City	11,721.22	3,519.00	1,160.02	32,811.68	4,488.53	40,970.69
Des Moines & Northwestern	4,176.35		5,878.76	110.32	23,114.68	28,245.07
Totals	\$1,002,808.12	\$ 717,899.97	\$ 176,841.06	\$1,190,722.34	\$ 727,656.82	\$ 1,392,463.71

\* See statement of cost of road in company's report.

† No report.

‡ Ballasting, ditching, etc.

§ Includes ties.



TABLE VI—COST OF ROAD, ETC.—CONTINUED.

EXPENDITURES DURING THE YEAR—CONSTRUCTION.

RAILROADS.	Ties.	Other super-structure.	Buildings, furniture and fixtures.	Shop machinery and tools.	Engineering expenses.	Discount on securities sold for construction.	Telegraph line.
Albia & Centerville.			20,062.35	549.73	515.84		
Burlington, Cedar Rapids & Northern.	10,016.50		272,080.60		20,076.95	319,343.28	1,113.12
Chicago, Burlington & Quincy.			24,730.21		11,295.32		164.08
Chicago, Burlington & Kansas City.							
Kansas City, St. Jo. & Council Bluffs.							
St. Louis, Keokuk & Northwestern.							
Chicago, Ft. Madison & Des Moines.							
Chicago, Iowa & Dakota.			149,588.24	70,884.48		200,000.00	
Chicago, Milwaukee & St. Paul.	250,079.96	30,164.14	284,151.21	405.42	20,033.44	14,383.06	
Chicago & Northwestern.	165,413.45	117,167.78					
Chicago, Rock Island & Pacific.			44,970.39			310,862.15	
Chicago, St. Paul & Kansas City.			375,217.95	60,457.73	8,944.53		3,482.40
Chicago, St. Paul, Minneapolis & Omaha.			5,082.20				6,682.27
Chicago, Santa Fe & California.	7,000.00						
Crooked Creek.			1,294.44				
Des Moines & Northern.							
Des Moines Union.	4,464.52	1,297.50					
Dubuque & Sioux City.			2,735.05	10,487.01			
Hameston & Shenandoah.			20,223.02	965.00			
Iowa Central.							
Iowa Northern.		315.42	2,850.63				
Keokuk & Western.			570.07	2,951.03	183.31		
Mason City & Ft. Dodge.							
Minneapolis & St. Louis.							
Omaha & St. Louis.	27,888.72						
Prairie du Chien & McGregor.							
Sioux City & Northern.			13,914.24				
Sioux City & Pacific.			85.00	66.00			
Tabor & Northern.							
Union Pacific.							
Wabash.							
NARROW GAUGE ROADS.							
Burlington & Northwestern.							
Burlington & Western.							
Des Moines & Kansas City.	5,011.01	1,720.72	2,322.93	821.29	2,007.21		124.35
Des Moines & Northwestern.	10,141.12	201.11	1,179.37	254.17	196.55		3,000.00
Totals.	\$ 480,015.28	\$ 150,866.67	\$ 1,221,936.90	\$ 147,841.86	\$ 63,893.35	\$ 844,588.49	\$ 14,566.12

†Ballasting.

TABLE No. VI—CONSTRUCTION—CONTINUED.

EXPENDITURES DURING THE YEAR.

RAILROADS.	Slidings and yard expenditures.	Terminal facilities and elevators.	Road built by contract.	Purchase of constructed road.	Other items.	Total cost of construction during the year.
Albia & Centerville.						
Burlington, Cedar Rapids & Northern.	21,688.90				17,885.53	106,515.02
Chicago, Burlington & Quincy.			5,949,630.18		20,712.21	7,388,074.15
Chicago, Burlington & Kansas City.						3,657.45
Kansas City, St. Joseph & Council Bluffs.	58,167.30					76,651.81
St. Louis, Keokuk & Northwestern.	1,651.99		247.44		172,340.02	675,504.19
Chicago, Ft. Madison & Des Moines.						
Chicago, Iowa & Dakota.						7,173.62
Chicago, Milwaukee & St. Paul.	233,227.63		364,284.35	531,960.00		2,474,067.42
Chicago & Northwestern.	622,324.90				164,805.91	3,419,428.03
Chicago, Rock Island & Pacific.						23,678,372.31
Chicago, St. Paul & Kansas City.	50,237.67	55,540.88			33,349.49	755,093.01
Chicago, St. Paul, Minneapolis & Omaha.	181,872.60		456,560.30	268,799.17	15,690.47	1,597,324.72
Chicago, Santa Fe & California.	22,348.48	13,590.05			490,412.39	664,893.82
Crooked Creek.						
Des Moines & Northern.	2,110.79					6,508.00
Des Moines Union.					457.40	16,438.24
Dubuque & Sioux City.	20,657.72					274,847.97
Hameston & Shenandoah.						15.50
Iowa Central.	23,020.42				1,172.07	67,166.38
Iowa Northern.						
Keokuk & Western.	698.88					16,421.95
Mason City & Ft. Dodge.	211.87					4,413.84
Minneapolis & St. Louis.						
Omaha & St. Louis.						54,508.48
Prairie du Chien & McGregor.						
Sioux City & Northern.						
Sioux City & Pacific.	5,772.78					20,653.77
Tabor & Northern.	680.40					3,322.80
Wabash.						
NARROW GAUGE ROADS.						
Burlington & Northwestern.						119.90
Burlington & Western.						1,115.47
Des Moines & Kansas City.	4,343.44	4,731.83			29,103.96	153,936.18
Des Moines & Northwestern.	558.67	9,968.88			57,130.76	144,153.81
Totals.	1,258,574.36	83,820.64	6,770,722.27	800,759.17	1,003,060.20	41,610,484.34

†See company's report. ‡\$36,324.30 of this item is interest during construction. §None.



TABLE No. VI—CONTINUED.

## EQUIPMENT.

RAILROADS.	Locomotives.	Passenger cars.	Sleeping parlor and dining cars.	Baggage, express and postal cars.	Freight cars.	Other cars of all classes.	Total for equipment.	Credit for property and material sold.	Grand total.
Albia & Centerville.....	5,146.67	20,295.00	18,495.87	14,896.14	34,807.33	60,249.00	166,764.02		
Burlington, Cedar Rapids & Northern.....	320,892.11	91,176.14	18,495.87	14,896.14	123,213.05	30,107.90	7,986,825.39		
Chicago, Burlington & Quincy.....					699.80	699.80	4,357.25		
Chicago, Burlington & Kansas City.....				3,196.10	4,000.00	8,186.10	84,837.91		
Kansas City, St. Jo. & Council Bluffs.....		33,973.29			16,180.69	55,013.59	730,517.78		
St. Louis, Keokuk & Northwestern.....					800.00		800.00		
Chicago, Ft. Madison & Des Moines.....							7,173.62		
Chicago, Iowa & Dakota.....							3,993,426.54		
Chicago, Milwaukee & St. Paul.....	284,855.58	16,483.04	74,803.89	10,990.94	1,128,709.02	3,516.63	3,954,260.83		
Chicago & Northwestern.....	393,490.59	14,367.22			126,974.09		28,901,450.02		
Chicago, Rock Island & Pacific.....						4,623,077.71	755,003.01		
Chicago, St. Paul & Kansas City.....							49,389.06		
Chicago, St. Paul Minneapolis & Omaha.....	91,906.78	48,305.08		11,017.73	35,175.00		777.17		
Chicago, Santa Fe & California.....									
Crooked Creek.....									6,593.00
Des Moines & Northern.....									16,438.24
Des Moines Union.....									274,847.67
Dubuque & Sioux City.....									15.90
Hameston & Shenandoah.....					82,443.96		115,072.73		182,839.11
Iowa Central.....	21,072.31	12,156.46					202.13		13,902.28
Iowa Northern.....							395.15		5,103.33
Keokuk & Western.....	294.34						689.49		41,973.14
Mason City & Ft. Dodge.....									
Minneapolis & St. Louis.....									
Omaha & St. Louis.....									
Prairie du Chien & McGregor.....									
Sioux City & Northern.....									20,653.77
Sioux City & Pacific.....									3,251.40
Tabor & Northern.....		1,090.00				500.00	1,590.00		
Wabash.....									
NARROW GAUGE ROADS.									
Burlington & Northwestern.....	7,089.42	3,005.00			10,531.16		20,625.58	17.50	20,745.48
Burlington & Western.....	1,800.00				24,845.26		26,645.26		27,709.73
Des Moines & Kansas City.....	1,370.07	1,564.74		350.00	841.72	3,220.22	7,352.75		161,308.03
Des Moines & Northwestern.....	11,170.57	5,952.13			893.22		18,015.92		162,169.73
Totals.....	\$1,139,088.44	\$248,308.10	\$93,299.75	\$40,420.91	\$1,590,404.50	\$43,507.49	\$7,778,166.91	\$142,922.84	\$49,371,642.71

\* None. † Includes \$1,550.00 floating equipment. ‡ See company's report.

TABLE No. VI—CONTINUED.

## C. TOTAL COST OF CONSTRUCTION AND EQUIPMENT.

RAILROADS.	CONSTRUCTION.		EQUIPMENT.		Aggregate cost to June 30, 1891.	Total cost per mile.	Total cost June 30, 1891 for Iowa.	Total cost per mile for Iowa.
	Total cost to June 30, 1891.	Cost per mile.	Total cost to June 30, 1891.	Cost per mile.				
Albia & Centerville	\$ 400,000.00	\$ 16,397.51			\$ 400,000.00	\$ 16,397.51	\$ 400,000.00	\$ 16,397.51
Burlington, Cedar Rapids & Northern	20,173,522.19	19,632.21	3,549,460.97	3,454.40	23,722,983.16	23,087.60	19,752,305.30	23,087.60
Chicago, Burlington & Quincy					185,829,308.77	36,204.66	28,889,165.48	32,869.27
Chicago, Burlington & Kansas City	8,821,854.58	48,742.21	164,887.23	910.97	8,986,741.81	49,653.18		
Kansas City, St. Joseph and Council Bluffs	11,477,213.15	36,426.24	1,479,378.41	4,695.24	12,956,591.56	41,121.58	2,320,122.61	44,772.72
St. Louis, Keokuk & Northwestern	10,642,798.97	60,316.23	473,450.53	2,683.25	11,116,249.50	62,999.48		
Chicago, Fort Madison & Des Moines	40,000.00	888.88	3,817.00	84.82	43,817.09	973.70		
Chicago, Iowa & Dakota	391,250.20		30,020.70		421,270.90		43,270.96	973.70
Chicago, Milwaukee & St. Paul					189,624,727.91	33,254.02	51,483,113.63	33,254.02
Chicago & Northwestern	130,519,221.82	30,544.60	28,491,529.00	6,607.70	159,010,750.82	37,212.30	43,382,367.12	37,212.30
Chicago, Rock Island & Pacific	81,293,898.88	29,827.70	13,476,382.64	4,944.64	94,770,281.52	34,772.34		
Chicago, St. Paul & Kansas City	42,898,882.98	52,503.43	2,017,002.92	2,472.83	44,915,885.90	55,066.26	25,629,004.49	55,066.26
Chicago, St. Paul, Minneapolis & Omaha					58,491,231.82	43,176.84	3,218,833.42	43,176.84
Chicago, Santa Fe & California								
Crooked Creek	59,815.00	6,166.50	22,210.00	2,300.00	82,025.00		82,125.00	8,466.00
Des Moines & Northern	1,580,203.90	37,976.54			1,580,203.90	37,976.54	1,580,203.90	37,976.54
Des Moines Union	913,438.24	338,310.48	17,000.00	6,296.30	930,438.24	344,606.78	930,438.24	344,606.78
Dubuque & Sioux City					16,978,348.74	32,400.81	16,502,281.45	32,150.75
Humeston & Shenandoah					6,719,327.45	70,396.31	6,719,327.45	70,396.31
Iowa Central	19,553,848.48	38,881.33	207,351.98	412.30	19,761,200.46	39,293.63	16,213,471.77	39,139.15
Iowa Northern	140,000.00	23,333.33			140,000.00	23,333.33	140,000.00	23,333.33
Keokuk & Western	4,295,008.84	30,077.51	78,568.96	550.20	4,373,577.80	30,627.71	2,220,555.28	15,620.13
Mason City & Fort Dodge	2,372,236.57	27,785.07	19,862.77	172.42	2,392,099.34	25,957.49	2,388,089.34	25,957.49
Minneapolis & St. Louis	+							
Omaha & St. Louis					7,432,805.15	51,261.35		
Prairie du Chien & McGregor					100,000.00	50,000.00		
Sioux City & Northern					3,300,000.00	35,000.00	3,300,000.00	35,000.00
Sioux City & Pacific					5,621,378.70	52,330.37	4,211,025.13	52,330.37
Tabor & Northern	71,765.40	7,921.12	4,090.00	451.13	75,855.40	8,372.25	75,855.40	8,372.25
Wabash	+							
NARROW GAUGE ROADS.								
Burlington & Northwestern	337,887.05	8,720.24	84,378.01	2,178.40	422,265.06	10,901.74	422,265.06	10,901.74
Burlington & Western	1,351,651.57	19,117.84	119,216.52	1,686.23	1,470,868.09	20,804.07	1,470,868.09	20,804.07
Des Moines & Kansas City	1,238,948.74	11,062.04	115,770.59	1,033.66	1,354,719.33	12,095.70	1,286,983.36	12,869.83
Des Moines & Northwestern	1,589,804.49	13,945.67			1,589,804.49	13,945.67	1,589,804.49	13,945.67
Total	\$340,263,281.95		\$ 50,350,477.38		\$864,670,927.87		\$234,643,334.96	

§ Cannot give. † None. ‡ See company's report.



TABLE No. VII.—INCOME ACCOUNT.

FOR ROADS MAKING OPERATING REPORTS.

RAILROADS.	Gross earnings from operation.	Less operating expenses.	Income from operation.	Deficit from operation.	Income from other sources.	Total income.	Deficit.
Albia & Centerville.....	\$ 19,322.55	\$ 20,273.82	\$ 1,066,109.14	\$ 9,951.37	\$ 19,100.00	\$ 9,148.73	
Burlington, Cedar Rapids & Northern.....	3,504,561.42	2,438,452.28	1,066,109.14		71,562.26	1,137,671.40	
Chicago, Burlington & Quincy.....	35,832,605.28	16,296,020.99	9,536,674.29		764,115.49	10,300,789.78	
Chicago, Burlington & Kansas City.....	353,402.56	244,181.69	109,220.87			109,220.87	
Kansas City, St. Jo. & Council Bluffs.....	1,886,942.13	1,156,472.87	730,469.26			730,469.26	
St. Louis, Keokuk & Northwestern.....	1,547,156.35	1,013,734.02	533,422.33			533,422.33	
Chicago, Ft. Madison & Des Moines.....	35,051.16	20,163.24	4,897.92			4,897.92	
Chicago, Iowa & Dakota.....	41,501.38	37,156.32	4,345.06			4,345.06	
Chicago, Milwaukee & St. Paul.....	27,629,794.18	17,634,163.23	9,995,630.95		416,424.73	10,412,055.68	
Chicago & Northwestern.....	28,090,517.95	17,653,036.00	10,437,481.95		259,101.09	10,696,583.04	
Chicago, Rock Island & Pacific.....	17,278,942.81	11,398,910.10	6,010,032.71		1,368,387.32	7,378,420.03	
Chicago, St. Paul & Kansas City.....	4,290,359.26	3,458,290.78	832,068.48			832,068.48	
Chicago, St. Paul, Minneapolis & Omaha.....	7,125,707.24	4,756,566.67	2,368,710.57		422,187.71	2,800,898.28	
Chicago, Santa Fe & California.....	5,218,691.73	4,335,929.48	882,762.25		90,000.00	972,762.25	
Crooked Creek.....	18,427.14	13,393.94	4,033.20			4,033.20	
Des Moines & Northern.....	129,503.33	84,193.57	45,309.76			45,309.76	
Dubuque & Sioux City.....	2,553,693.09	1,641,897.94	911,795.15		23,015.66	935,712.81	
Humeston & Shenandoah.....	174,920.61	141,259.31	33,661.30			33,661.30	
Iowa Central.....	1,099,742.52	1,238,680.55	461,061.97		16,100.50	477,162.47	
Iowa Northern.....	12,212.67	8,258.29	3,954.38			3,954.38	
Keokuk & Western.....	392,006.32	224,863.14	167,143.18			167,143.18	
Mason City & Ft. Dodge.....	112,231.05	76,510.11	35,720.94			35,720.94	
Minneapolis & St. Louis.....	1,692,002.35	1,058,764.23	634,138.12		8,566.69	642,704.81	
Omaha & St. Louis.....	525,587.28	461,173.29	64,413.99			64,413.99	
Prairie du Chien & McGregor.....	37,018.75	37,320.00	19,797.85			19,797.85	
Sioux City & Northern.....	408,064.02	240,922.26	167,141.76			167,141.76	
Sioux City & Pacific.....	506,100.11	286,563.36	219,536.75		4,641.60	224,178.34	
Tabor & Northern.....	8,219.64	8,149.19	70.55		4,582.29	4,652.84	
Union Pacific.....	559,960.12						
Wabash.....	13,028,287.76	9,565,223.20	3,463,064.47		372,739.48	3,835,803.95	
NARROW GAUGE ROADS.							
Burlington & Northwestern.....	67,501.90	46,184.54	21,317.36			21,317.36	
Burlington & Western.....	72,434.05	72,795.50		361.45			361.45
Des Moines & Kansas City.....	103,921.62	74,524.08	29,396.64		580.65	29,977.29	
Des Moines & Northwestern.....	215,272.18	171,087.27	44,184.91			44,184.91	
Totals.....	\$ 145,182,654.51	\$ 95,774,417.15	\$ 48,857,590.06	\$ 10,312.72	\$ 3,851,975.46	\$ 52,699,614.25	\$ 361.45

TABLE No. VII.—INCOME ACCOUNT—CONTINUED.

DEDUCTIONS FROM INCOME.

RAILROADS.	Interest on funded debt.	Interest on interst bearing current liabilities accrued, not otherwise provided for.	Rentals.	Taxes.	Permanent improvements.	Other deductions.	Total deductions from income.	Net income.	Deficit.	Taxes paid in Iowa.
Albia & Centerville.....			\$ 14,000.00	\$ 774.38	\$ 58,899.58	\$ 27,015.45	\$ 774.38	\$ 8,374.35		\$ 1,048.81
Burlington, Cedar Rapids & N.....	771,130.00	4,710.67	200,618.87	103,967.83	58,899.58	527,624.23	774.38	160,947.87		96,387.51
Chicago, Burlington & Quincy.....	5,768,920.34		6,772.80	1,228,501.87		615.61	7,725,674.12	2,575,115.06		182,750.96
Chicago, Burlington & Kansas City.....		309,550.00		14,593.85		56.41	330,974.06		221,732.19	6,508.61
Kansas City, St. Jo. & C. B.....	392,580.00		20,000.00	45,631.26		458,806.87	458,806.87	271,602.39		10,761.03
St. Louis, Keokuk & N. W.....	286,250.00		161,668.08	35,770.09		2,706.29	486,394.36	47,027.97		3,784.54
Chicago, Ft. Madison & Des M.....				1,824.96	7,173.62	800.00	800.00	4,687.92		1,824.96
Chicago, Iowa & Dakota.....	23,920.00			857,906.53			32,818.58		28,473.52	200,338.53
Chicago, Milwaukee & St. Paul.....	7,297,251.61	84,217.33		870,218.73		201,301.20	8,179,375.47	2,232,680.21		215,851.01
Chicago & Northwestern.....	5,882,506.06			760,039.13		9,906.80	6,654,025.99	3,762,557.05		223,488.74
Chicago, Rock Island & Pacific.....	2,745,750.00		2,045,044.93	93,000.00			5,560,770.86	1,817,619.17		40,703.80
Chicago, St. Paul & Kansas City.....	187,875.47		16,279.14	263,585.13			297,154.61	534,943.87		23,825.34
Chicago, St. Paul, Minn. & O.....	1,413,116.00		90,000.00	40,625.02	604,893.82		1,676,701.13	1,124,197.15		8,630.40
Chicago, Santa Fe & California.....	901,480.00		2,460.46	1,174.71			3,635.17	308.00		1,174.71
Crooked Creek.....	37,045.83		11,346.31	1,725.55	6,593.90		56,621.59		11,311.83	1,725.55
Des Moines & Northern.....				2,865.38						2,865.38
Des Moines Union.....	520,170.00		113,370.00	82,627.64		139,549.17	855,716.81	79,996.00		80,793.98
Dubuque & Sioux City.....			12,000.00	8,659.69			20,659.69	13,001.61		8,659.69
Humeston & Shenandoah.....	301,829.94	11,850.24	37,222.50	65,474.92	33,390.66	5,716.97	455,485.23	21,677.24		46,839.03
Iowa Central.....	3,600.00			564.57			3,564.57	389.81		564.57
Iowa Northern.....	15,761.31	341.94		14,433.72	16,356.95		46,893.92	120,249.26		6,225.31
Keokuk & Western.....	82,800.00			8,765.48			91,565.48		55,844.54	8,765.48
Mason City & Ft. Dodge.....	501,140.00	13,780.85		58,257.51			663,178.36	20,473.53		16,654.61
Minneapolis & St. Louis.....	111,230.00			16,518.62		2,109.64	129,858.26		65,444.27	7,762.46
Omaha & St. Louis.....				1,085.32			1,085.32	18,712.53		113.25
Prairie du Chien & McGregor.....	96,000.00			1,279.07			97,279.07	69,802.69		814.77
Sioux City & Northern.....	105,379.20			19,757.75		11,830.00	226,066.95		2,788.61	16,801.73
Sioux City & Pacific.....	1,276.72	3,750.26		9.80	1,661.40		6,648.18		1,965.34	9.80
Tabor & Northern.....	2,815,538.15		61,300.00	417,700.09		504,975.10	3,799,513.25	36,290.70		8,696.94
Wabash.....										
NARROW GAUGE ROADS.										
Burlington & Northwestern.....	16,400.00	963.55	4,348.00	1,461.28		1,427.92	24,600.75		3,283.39	1,461.28
Burlington & Western.....	39,984.00			1,076.90			41,060.90		42,322.35	1,076.90
Des Moines & Kansas City.....				4,036.44			4,036.44	25,940.84		3,692.58
Des Moines & Northwestern.....	22,500.00	5,663.30		4,908.02	123,037.12		156,128.44		111,943.53	4,908.02
Totals.....	\$30,460,723.63	\$434,828.14	\$2,796,431.09	\$5,026,855.55	\$908,937.05	\$1,435,664.72	\$41,163,306.18	\$12,925,732.33	\$1,389,860.71	\$1,234,219.36



TABLE No. VII.—

## DIVIDENDS AND

RAILROADS.	COMMON STOCK.		PREFERRED STOCK.		Other payments from net income.	TOTAL.
	Rate.	Amount.	Rate.	Amount.		
Albia & Centerville.....						
Burlington, Cedar Rapids & Northern.....						
Chicago, Burlington & Quincy.....	4.5	3,437,687.00				
Chicago, Burlington & Kansas City.....						
Kansas City, St. Jo. & Council Bluffs.....	3.7	161,577.17				161,577.17
St. Louis, Keokuk & Northwestern.....	1.1	66,379.17				66,379.17
Chicago, Ft. Madison & Des Moines.....						
Chicago, Iowa & Dakota.....			3.5	1,532,153.00		1,532,153.00
Chicago, Milwaukee & St. Paul.....			7	1,503,310.00		3,445,804.00
Chicago & Northwestern.....	6	1,882,494.00				1,846,232.00
Chicago, Rock Island & Pacific.....	4	1,846,232.00				
Chicago, St. Paul & Kansas City.....			4	450,272.00	11,604.16	461,876.16
Chicago, St. Paul, Minneapolis & Omaha.....						
Chicago, Santa Fe & California.....						
Crooked Creek.....						
Des Moines & Northern.....						
Dubuque & Sioux City.....	1	79,995.00				79,995.00
Hameston & Shenandoah.....						
Iowa Central.....						
Iowa Northern.....						
Keokuk & Western.....	1	40,000.00			306.62	40,306.62
Mason City & Ft. Dodge.....						
Minneapolis & St. Louis.....						
Omaha & St. Louis.....	18.7	18,712.53				18,712.53
Prairie du Chien & McGregor.....						
Sioux City & Northern.....						
Sioux City & Pacific.....						
Tabor & Northern.....						
Wabash.....						
NARROW GAUGE ROADS.						
Burlington & Northwestern.....						
Burlington & Western.....						
Des Moines & Kansas City.....						
Des Moines & Northwestern.....						
Total.....	20	\$7,533,037.87	14.5	\$3,545,735.00	\$12,000.78	\$7,653,126.65

## CONTINUED.

## SURPLUS.

Surplus from operations of year ending June 30, 1891.	Deficit from operations of year ending June 30, 1891.	Surplus June 30, 1890.	Deficit June 30, 1890.	Additions for the year.	Deductions for the year.	Surplus to June 30, 1891.	Deficit to June 30, 1891.
8,374.35			7,714.35			660.00	
100,947.87		451,077.80		100,947.87		612,025.00	
	862,051.34	10,088,628.25				9,226,086.94	
	221,732.19	211,808.56					9,943.33
110,085.22		1,733,619.18		110,085.22		1,843,704.46	
	19,351.20	239,089.03				210,738.83	
4,087.92				433.86		3,654.06	
	32,818.58		21,272.10				54,000.68
700,537.21		2,419,514.55			25,189.10	3,004,832.66	
316,753.65		5,304,843.51				5,621,396.56	
	28,612.82		397,948.61				426,561.44
	534,943.87		698,954.81			1,143,898.68	
662,320.99		6,082,006.77				6,744,327.76	
	824,236.59		1,408,340.48	182,426.30			
308.63		2,866.85				3,264.88	
	11,311.83		8,949.42				20,261.25
		69,368.65		16,723.91		86,092.56	
13,001.61		35,510.30			13,001.61	48,511.87	
21,677.24		3,842.36				25,519.60	
	389.81	400.13					10.32
79,832.64		106,914.80				186,767.50	
	55,844.54		291,703.50				347,508.13
	20,473.55	648.43				19,825.12	
	65,444.27	60,155.45				5,288.82	
60,862.89		7,888.12				77,750.81	
	2,788.61	1,440,633.31				1,443,441.92	
	1,995.84	1,487.96				4,483.80	
36,290.70		237,791.50				274,082.20	
				99,635.15	3,283.30		102,918.52
				264,343.05	42,322.33		306,665.40
25,940.85		7,596.57				18,384.28	
	111,943.53	77,564.90		102,000.00			87,503.43
\$ 2,210,510.18	\$ 2,394,067.77	\$ 27,047,085.39	\$ 4,636,618.16	\$ 630,790.65	\$ 25,189.10	\$ 29,221,918.59	\$ 2,827,607.16



TABLE No. VIII—OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES.

RAILROADS.	Repairs of road-way.	Renewals of rails.	Renewals of ties.	Repairs of bridges and culverts.	Repairs of fences, signs, road-crossings and cattle guards.	Repairs of buildings.	Repairs of docks and wharfs.	Repairs of tele-graph.	Other expenses.	Total.
Albia & Centerville	\$ 3,786.01	\$ 1,123.59	\$ 6,077.09	\$ 9,444.12	\$ 45.02	\$ 45,412.18	\$ 6,616.48	\$ 8,943.63	\$ 20,368.05	
Burlington, Cedar Rapids & N.	426,635.30	23,983.95	132,602.25	111,912.37	16,179.86	45,412.18	6,616.48	8,943.63	772,286.02	
Chicago, Burlington & Quincy	* 2,252,309.27			609,534.30	+ 55,475.02	173,737.93	11,315.52	74,287.08	3,176,659.12	
Chicago, Bur. & Kansas City	64,430.30			11,304.47	+ 3,160.81	5,579.62			84,465.20	
Kansas City, St. Jo. & C. B.									246,902.77	
St. Louis, K. & Northwestern	+ 165,848.06			29,388.42	1,986.66	6,803.67		1,529.01	305,535.82	
Chicago, Ft. Madison & Des M.	3,187.72			69.17	6.29	245.94			3,429.12	
Chicago, Iowa & Dakota	13,064.54		330.22	617.02	422.37	313.88			15,519.32	
Chicago, Mil. & St. P.	1,381,484.29	457,637.02	833,189.85	682,680.55	170,765.18	212,671.70	25,534.61		3,763,983.28	
Chicago & Northwestern	1,703,960.32	227,844.35	525,735.65	385,195.50	107,566.93	341,056.66	37,085.87	28,565.11	3,357,900.59	
Chicago, R. I. & Pacific	1,330,826.95	50,085.51	132,601.13	294,337.22	57,413.92	276,466.62			2,341,731.35	
Chicago, St. P. & Kan. City	322,949.83	11,647.83	18,415.48	53,345.42	8,302.85	27,069.29		4,039.73	455,333.96	
Chicago, St. P., Minn. & Omaha	645,494.85	185,785.58	183,931.53	182,873.46	24,765.46	56,969.09	854.72	11,990.87	1,262,665.47	
Chicago, Santa Fe & Cal.	465,615.97		13,318.14	63,522.38	11,628.48	35,267.86		5,015.80	592,712.57	
Crooked Creek	1,931.76		577.40	429.08	93.98	127.03			3,175.25	
Des Moines & Northern	10,250.58		6,780.96	3,380.47	351.48	689.63		137.64	21,890.76	
Des Moines Union	7,828.12	2,569.30	4,464.52	631.88	625.14	1,245.56			20,207.62	
Dubuque & Sioux City	194,293.26	23,157.94	50,422.65	137,658.87	14,368.72	30,532.43		3,324.51	466,506.66	
Humeston & Shenandoah	29,396.10	1,833.47	10,686.86	10,225.04	2,776.55	2,297.31		32.85	57,249.08	
Iowa Central	158,523.91	42,542.10	62,511.07	50,912.57	8,347.53	24,248.53		3,727.08	350,813.30	
Iowa Northern	1,551.57	584.92							2,136.49	
Keokuk & Western	* 23,412.56		11,255.07	8,861.36	2,587.05	9,005.83		688.33	57,400.20	
Mason City & Ft. Dodge	16,428.30	141.32	10,294.52	1,000.94	282.74	1,105.35			29,233.37	
Minneapolis & St. Louis	143,286.13	46,640.97	62,209.50	22,770.04	5,629.93	20,760.28		1,429.70	302,786.55	
Omaha & St. Louis	43,120.19		54.00	5,678.90	1,901.64	2,999.84		502.32	54,304.33	
Prairie du Chien & McGregor				3,460.64					3,460.64	
Sioux City & Northern	22,429.80	13.88	60.79	3,403.96	797.75	5,776.44			32,482.62	
Sioux City & Pacific	24,028.14		3,745.05	6,202.48	1,425.69	9,914.66		1,015.22	46,295.67	
Tabor & Northern									2,487.28	
Wabash	788,800.62	174,875.49	304,285.82	102,241.38	69,222.33	161,387.08	1,282.35	18,504.81	1,889,138.27	
NARROW GAUGE ROADS.										
Burlington & Northwestern	* 10,748.00			697.45	135.20	1,826.35		35.24	22,443.14	
Burlington & Western	* 14,525.32			3,353.28	245.98	1,994.92		34.96	20,154.46	
Des Moines & Kansas City	11,280.54	1,027.63	3,431.30	2,305.20	1,351.55	1,330.50		137.03	21,129.35	
Des Moines & Northwestern	23,491.16	28,245.07	10,141.12	10,024.95	384.51	827.67		386.15	73,500.63	
Total	\$ 10,313,971.67	\$ 1,279,789.22	\$ 2,489,181.95	\$ 2,867,404.07	\$ 567,566.62	\$ 1,467,489.96	\$ 51,438.46	\$ 187,545.13	\$ 205,562.88	\$ 19,676,261.50

\* Includes road crossings and cattle guards.

+ Fences only.

+ Includes renewals of rails and ties.

TABLE No. VIII—OPERATING EXPENSES—CONTINUED.

## MAINTENANCE OF EQUIPMENT.

RAILROADS.	Repairs and renewals of locomotives.	Repairs and renewals of passenger cars.	Repairs and renewals of freight cars.	Shop machinery, tools, etc.	Other expenses.	Total.
Albia & Centerville	\$ 819.51	\$ 32,726.00	\$ 819.51	\$ 9,278.90	\$ 10,197.05	\$ 1,630.02
Burlington, Cedar Rapids & Northern	132,950.10	2,287,075.68	331,003.34	9,278.90	10,197.05	416,155.99
Chicago, Burlington & Quincy	1,193,059.23	* 1,287,075.68				2,480,135.01
Chicago, Burlington & Quincy	11,256.15	3,362.92	12,294.70			26,913.77
Kansas City, St. Jo. & Council Bluffs						132,418.11
St. Louis, Keokuk & Northwestern	43,812.63	11,532.29	41,947.65			97,312.54
Chicago, Ft. Madison & Des Moines	1,344.86	29.35	274.46	11.05		1,659.72
Chicago, Iowa & Dakota	2,522.42	21.38	763.80	163.96	385.75	3,827.31
Chicago, Milwaukee & St. Paul	1,177,122.36	432,647.12	1,077,898.47	90,879.02		2,798,546.87
Chicago & Northwestern	1,132,849.93	397,641.97	1,229,643.41	84,066.34	930.73	2,935,132.38
Chicago, Rock Island & Pacific	691,836.53	349,122.67	594,086.10			1,635,075.26
Chicago, St. Paul & Kansas City	163,941.74	39,781.76	143,958.99	6,306.99	11,001.03	364,280.51
Chicago, St. Paul, Minneapolis & Omaha	295,381.44	79,587.43	253,096.33	19,212.46	1,295.42	629,173.08
Chicago, Santa Fe & California	296,783.91	50,339.28	288,836.33	12,555.93		645,535.45
Crooked Creek	816.63		156.15			972.78
Des Moines & Northern	2,070.53	595.67	1,020.08			3,686.28
Des Moines Union	1,321.76			942.82	2,204.60	4,569.18
Dubuque & Sioux City	87,895.91	37,846.96	102,478.23	7,645.58		235,366.67
Humeston & Shenandoah	9,433.20	1,724.55	4,177.83			15,335.58
Iowa Central	72,075.59	12,793.45	65,870.07	4,098.80		155,437.91
Iowa Northern						1,166.04
Keokuk & Western	15,131.71	4,256.08	16,769.96			37,948.75
Mason City & Ft. Dodge	3,094.36	2,115.76	3,467.18			8,766.72
Minneapolis & St. Louis	46,798.15	18,292.68	58,815.14	5,160.32		129,076.30
Omaha & St. Louis	46,003.03	1,808.19	27,018.01	1,502.29	49.50	76,571.02
Prairie du Chien & McGregor						
Sioux City & Northern	19,351.67	3,361.64	11,569.74			34,214.05
Sioux City & Pacific	14,042.88	5,658.28	10,371.22	6,455.77		36,528.15
Tabor & Northern	350.00	10.00				360.00
Wabash	621,193.79	262,563.31	554,732.14	74,141.83	145,244.97	1,557,936.04
NARROW GAUGE ROADS.						
Burlington & Northwestern	812.06		2,661.80			3,473.92
Burlington & Western	7,628.53		4,894.89			12,523.42
Des Moines & Kansas City	12,657.13	3,270.34	5,935.86	2,333.58	4,867.30	29,064.21
Des Moines & Northwestern	5,896.61	966.53	3,650.54			10,513.68
Totals	\$ 6,106,344.35	\$ 3,048,791.70	\$ 4,829,484.95	\$ 325,469.06	\$ 179,202.41	\$ 14,621,710.55

\* Includes freight cars.

+ None.



TABLE No. VIII.—OPERATING EXPENSES—CONTINUED.

## CONDUCTING TRANSPORTATION.

RAILROADS.	Wages of engine-men, fire-men and roundhouse-men.	Fuel for locomotives.	Water supply for locomotives.	All other supplies for locomotives.	Wages of other trainmen.	All other train supplies.	Wages of switchmen, flagmen and watchmen.	Expense of telegraph, including train dispatchers and operators.	Wages of station agents, clerks and laborers.	Station supplies.
Albia & Centerville	\$ 1,030.51	\$ 1,108.70	\$ 158.05	\$ 144.00	\$ 807.07	\$ 32,591.97	\$ 41,176.50	\$ 50,543.72	\$ 163,084.00	\$ 26,189.28
Burlington, Cedar Rapids & Nor.	270,833.90	218,159.00	16,161.53	11,866.00	189,672.53			477.12	1,034.48	10.55
Chicago, Burlington & Quincy	1,572,642.98	1,667,066.76	193,338.42	502,466.16	1,276,094.18	554,303.85	609,219.19	302,352.18	1,278,337.17	554,615.99
Chicago, Burlington & Kan. City	449,480.06		4,639.10		+19,794.15			7,587.40	11,059.25	
Kan. City, St. Jo. & Coun. Bluffs										
St. Louis, Keokuk & N-W.	166,044.03		7,702.74		88,566.69			23,883.21	2219,341.07	
Chicago, Ft. Madison & Des Moines	1,877.73	1,458.32	121.33	236.35	1,433.19	45.26		321.59	3,138.86	79.19
Chicago, Iowa & Dakota	2,962.28	2,702.68	116.60	231.87	1,670.60	96.70	420.00		2,437.74	59.05
Chicago, Milwaukee & St. Paul	1,839,459.51	2,040,290.97	66,970.40	75,301.27	1,474,939.13	202,507.37	728,108.39	401,711.78	1,314,503.30	152,873.63
Chicago & Northwestern	2,046,073.30	1,985,814.53	108,624.05	104,101.14	1,580,893.23	226,801.28	788,666.38	363,022.24	1,873,807.24	86,416.43
Chicago, Rock Island & Pacific	1,243,627.26	1,066,874.46	119,879.00	57,005.32	908,440.90	161,009.93		248,314.74	1,518,903.09	147,773.40
Chicago, St. Paul & Kansas City	339,128.21	409,673.11	20,532.19	18,323.90	240,808.11	58,668.07	78,354.36	78,662.91	206,270.66	11,318.24
Chicago, St. Paul, Minn. & Omaha	472,299.29	676,694.04	31,536.59	25,488.09	351,680.42	42,654.17	154,130.50	91,476.57	408,275.53	23,634.20
Chicago, Santa Fe & California	438,361.88	422,324.64	25,546.01	27,545.95	279,043.23	93,699.20	220,484.77	59,983.64	286,700.72	36,271.32
Crooked Creek	1,807.25	1,182.69	298.50	267.93	632.58		141.75		1,495.30	
Des Moines & Northern	5,531.14	5,490.49	308.93	315.23	3,583.12		726.33	1,335.00	5,907.32	358.76
Des Moines Union	12,315.86	5,560.08	1,633.10	406.38					20,061.30	2,829.56
Dubuque & Sioux City	161,729.70	101,382.77	9,037.04	8,590.20	134,408.22	29,453.45	10,383.38	36,614.76	127,508.59	11,471.41
Humeston & Shenandoah	13,280.23	12,882.50	967.63	777.60	12,916.83	1,021.28	474.18		10,386.41	1,289.61
Iowa Central	132,937.08	106,916.61	6,822.25	10,640.85	96,979.19	9,607.86	10,036.47	32,558.52	86,644.73	4,200.99
Iowa Northern	1,200.00	1,295.90		140.63	540.00					
Keokuk & Western	24,939.67	16,667.07	1,760.82	883.43	17,708.72	600.00	4,380.00	9,549.26	15,618.43	355.38
Mason City & Ft. Dodge	7,148.11	7,871.01	1,100.54	384.71	4,607.88			2,007.23	4,898.91	441.08
Minneapolis & St. Louis	92,301.46	91,724.58	8,021.43	3,797.72	66,355.05	14,289.04	29,083.53	22,809.23	79,204.94	4,610.99
Omaha & St. Louis	45,362.13	69,747.75	5,720.65	2,900.38	37,798.57	5,616.46	8,774.21	7,648.51	26,985.05	2,712.30
Prairie du Chien & McGregor	2,483.35				3,240.00		10,014.03			
Sioux City & Northern	27,075.51	46,940.82	665.45		16,321.02	2,749.40	7,976.33	3,266.76	17,473.69	1,150.06
Sioux City & Pacific	33,370.26	38,858.01	1,904.76	1,827.13	22,919.77	3,600.92	9,037.27	6,028.79	36,827.71	1,665.78
Tabor & Northern	1,320.00	1,702.12	100.00	50.00	420.00					
Wabash	1,017,147.33	671,307.99	65,207.34	42,420.90	669,956.24	65,402.50	534,039.41	196,782.36	1,025,007.44	54,187.11
NARROW GAUGE ROADS.										
Burlington & Northwestern	14,484.24		409.14		22,940.96				77,081.86	
Burlington & Western	116,881.47		785.97		76,599.37				48,082.13	
Des Moines & Kansas City	3,938.11	2,049.75	635.59	523.06	2,257.27	211.46		590.55	4,074.83	295.62
Des Moines & Northwestern	10,705.47	12,723.47	1,308.43	523.38	8,347.88			1,541.55	8,403.42	389.65
Totals	\$ 10,059,197.28	\$ 9,686,356.82	\$ 702,361.57	\$ 987,022.55	\$ 7,511,563.80	\$ 1,506,578.51	\$ 3,274,574.84	\$ 2,047,569.98	\$ 8,838,825.17	\$ 1,125,300.18

† Includes fuel for locomotives.  
‡ Includes station supplies.

† Includes all other supplies for locomotives.  
‡ Includes all other train supplies.

\* No answer.

TABLE No. VIII.—CONTINUED.

## CONDUCTING TRANSPORTATION.

RAILROADS.	Switching charges, balance.	Car mileage, balance.	Loss and damage.	Injuries to persons.	Other expenses.	Total conducting transportation.
Albia & Centerville	\$ 105.80	\$ 698.96	\$ 833.46			\$ 6,490.90
Burlington, Cedar Rapids & Northern		10,819.23	22,127.47		888.30	1,043,134.03
Chicago, Burlington & Quincy		7,188.38		297,415.85		5,905,060.11
Chicago, Burlington & Kansas City		12,572.86		5,880.94		111,613.56
Kansas City, St. Jo. & Council Bluffs						630,064.51
St. Louis, Keokuk & Northwestern		80,781.78	14,048.83	6,324.45		306,692.90
Chicago, Fort Madison & Des Moines			259.68	67.50	25.80	9,064.80
Chicago, Iowa & Dakota			495.26		771.50	11,064.88
Chicago, Milwaukee & St. Paul	194,929.02	287,607.32	164,048.50	217,700.38	50,187.80	9,301,250.03
Chicago & Northwestern	72,359.08	216,602.95	144,485.10	301,773.02	2,312.61	9,910,721.09
Chicago, Rock Island & Pacific		349,063.97	80,591.64	117,664.03	85,877.99	6,099,715.73
Chicago, St. Paul & Kansas City	157,244.96	36,806.37	28,371.23	87,002.76	32,690.27	1,807,444.10
Chicago, St. Paul, Minneapolis & Omaha		15,890.04	19,294.07	48,253.62		2,361,277.70
Chicago, Santa Fe & California	198.00	4,908.55	4,980.41	9,098.13	9,258.72	2,045,348.15
Crooked Creek			97.80		5,083.80	
Des Moines & Northern	1,104.18	1,839.93	1,871.50	502.77	60.00	28,651.45
Des Moines Union			93.00	794.90	16,454.16	76,534.72
Dubuque & Sioux City	5,430.35	40,291.00	10,151.62	26,084.09		722,362.08
Humeston & Shenandoah		1,010.31	1,010.31	3,314.60		58,421.17
Iowa Central	23,640.64	18,087.49	10,737.17	13,573.10		574,441.95
Iowa Northern						3,236.55
Keokuk & Western	2,080.24	1,905.38	1,345.14	1,419.05	240.00	98,414.49
Mason City & Fort Dodge			149.67	180.00		27,834.43
Minneapolis & St. Louis			4,845.41	4,932.24		421,963.02
Omaha & St. Louis	725.05	31,552.45	9,832.84	7,204.09	5,946.89	288,757.85
Prairie du Chien & McGregor						15,737.40
Sioux City & Northern	5,499.35		1,421.41	3,674.67		134,214.48
Sioux City & Pacific	386.19	12,406.16	2,272.42	2,850.83		174,546.00
Tabor & Northern		8.72	102.97			3,701.81
Wabash		216,580.29	135,727.09	78,588.26	463,438.83	5,236,363.09
NARROW GAUGE ROADS.						
Burlington & Northwestern			156.45	471.41	206.51	15,250.57
Burlington & Western			186.00	1,438.31	209.51	34,179.76
Des Moines & Kansas City		158.70	1,046.08	271.36	740.98	16,898.04
Des Moines & Northwestern			1,138.24	531.37	9,708.03	55,581.30
Totals	\$ 463,870.56	\$ 1,334,171.84	\$ 661,725.11	\$ 1,189,443.53	\$ 678,934.87	\$ 50,822,327.84

\* Includes loss and damage. † No report.



TABLE No. VIII—OPERATING EXPENSES—CONTINUED.

## GENERAL EXPENSES.

RAILROADS.	Salaries of officers.	Salaries of clerks.	General office expenses and supplies.	Agencies, including salaries and supplies.	Advertising.	Commissions.	Insurance.	Expenses of fast freight lines.
Albia & Centerville	\$ 49,074.63	\$ 600.00	\$ 12,425.55	\$ 6,281.00	\$ 8,038.78	\$ 24,280.48	\$ 8.45	\$
Burlington, Cedar Rapids & Northern	945,048.31	45,297.27	133,023.88	280,340.97	158,775.72		12,000.00	
Chicago, Burlington & Quincy		15,078.36		749.05			102,761.53	1,184.62
Chicago, Burlington and Kansas City							2,865.75	
Kansas City, St. Jo. & Council Bluffs			57,387.65	16,125.00	20,741.00		250.00	
St. Louis, Keokuk & Northwestern			205.04					
Chicago, Ft. Madison & Des Moines	3,040.32	982.72						
Chicago, Iowa & Dakota	3,200.00	1,080.00						
Chicago, Milwaukee & St. Paul	296,827.25	275,788.08	94,205.41	228,930.04	42,270.40	45,493.77	57,518.39	2,979.76
Chicago & Northwestern	173,672.23	305,402.28	112,044.35	219,594.42	81,280.17	107,515.84	2,282.20	1,431.52
Chicago, Rock Island & Pacific	401,467.03				573,608.81			
Chicago, St. Paul & Kansas City	58,702.44	94,410.64	28,708.74	165,120.10	75,570.67	23,305.94	11,800.00	
Chicago, St. Paul, Minneapolis & Omaha	76,846.82	89,692.18	28,452.70	57,483.21	10,686.98	14,878.81	14,360.12	1,388.97
Chicago, Santa Fe & California	58,577.19	109,895.23	3,094.56	62,258.02	11,563.37	26,115.41	23,661.19	
Crooked Creek	2,000.00	6,000.00	102.26					
Des Moines & Northern	3,400.00	570.00	913.30	2,702.75	657.33		141.10	
Des Moines Union	1,220.92		324.00				508.81	
Dubuque & Sioux City	35,433.54	47,044.26	13,347.09	36,865.48	7,475.98	3,902.50	10,392.94	
Humeston & Shenandoah	7,290.84	1,200.00	421.75		140.64		851.50	
Iowa Central	24,174.80	27,532.82	5,911.54	16,051.10	2,323.29	6,301.88	3,611.39	
Iowa Northern	930.00	450.00	180.00				70.00	
Keokuk & Western	5,224.96	9,700.26	321.33	3,238.09			985.84	
Mason City & Ft. Dodge	5,564.96	948.31	1,379.59		185.25			
Minneapolis & St. Louis	53,562.12	18,795.13	9,745.13	15,861.21	3,884.30	7,524.18	5,094.66	
Omaha & St. Louis	8,400.00	10,128.81	2,446.35	580.47	67.50	4,420.28	4,236.70	
Prairie du Chien & McGregor	17,000.00						315.00	
Sioux City & Northern	12,691.59	12,973.57	2,157.78	1,606.08	872.94		2,617.17	
Sioux City & Pacific	4,042.56	8,154.22	1,060.80	2,853.42	636.88	1,948.98	8.37	
Tabor & Northern	375.00				17.00		78.58	
Wabash	54,274.10	41,366.25	4,937.64	315,715.61	62,571.03	154,303.66	26,127.09	
NARROW GAUGE ROADS.								
Burlington & Northwestern	4,465.39				219.14		319.38	
Burlington & Western	5,211.85				230.83		379.19	
Des Moines & Kansas City	1,400.00	1,640.70	262.18		400.41		1,082.34	
Des Moines & Northwestern	7,674.06	1,500.00	1,697.85	2,202.18	56.08			
Total	\$ 2,219,610.91	\$ 1,126,300.09	\$ 455,436.33	\$ 1,494,291.30	\$ 1,062,546.49	\$ 410,461.73	\$ 285,502.37	\$ 5,800.25

\*Includes salaries of clerks. †Includes printing. ‡Includes general office expense. §No answer.

TABLE No. VIII—OPERATING EXPENSES—CONTINUED.

RAILROADS.	Expenses of traffic associations.	Expenses of stock yards and elevators.	Rents for tracks, yards, and terminals.	Rents not otherwise provided for.	Legal expenses.	Stationery and printing.	Other general expenses.	Total.
Albia & Centerville	\$	\$	\$ 60.00	\$	\$ 4.15	\$ 75.65	\$ 17.70	\$ 705.95
Burlington, Cedar Rapids & Northern	3,468.37		4,700.00	4,409.63	9,771.59	27,128.60		206,876.24
Chicago, Burlington & Quincy	20,850.98				84,646.41		8,819.45	1,734,166.75
Chicago, Burlington and Kansas City					3,469.82	1,290.17	16.85	21,788.87
Kansas City, St. Jo. & Council Bluffs								146,967.48
St. Louis, Keokuk & Northwestern					6,663.20		410.20	104,192.86
Chicago, Ft. Madison & Des Moines				665.00	80.53	573.60	112.39	3,900.69
Chicago, Iowa & Dakota	265.59	351.50				561.77	285.75	5,844.51
Chicago, Milwaukee & St. Paul	56,229.24	57,197.57	234,973.75	91,279.77	76,440.46	195,190.88	115,950.18	1,770,374.05
Chicago & Northwestern	53,470.28	828.40	52,775.30	12,178.11	128,563.70	178,212.51		1,429,281.24
Chicago, Rock Island & Pacific					81,360.91	110,567.87	124,783.14	1,291,787.86
Chicago, St. Paul & Kansas City	15,220.74	9,511.90		243,412.58	19,463.44	44,317.27	41,587.09	841,192.21
Chicago, St. Paul, Minneapolis & Omaha	17,169.30	12,721.56	90,739.26	7,910.55	32,246.78	49,300.00		503,880.42
Chicago, Santa Fe & California	15,536.92	12,323.01	614,631.29	5,610.50	37,733.89	41,950.97	20,011.70	1,052,323.31
Crooked Creek					318.78	219.39	198.30	3,478.73
Des Moines & Northern	372.30		19,902.33		47.85	1,557.72		30,294.18
Des Moines Union					2,646.00	536.92		5,245.77
Dubuque & Sioux City	4,820.85				18,924.37	23,185.95	16,469.62	217,662.58
Humeston & Shenandoah					330.75			19,253.48
Iowa Central	2,199.41	8,715.97	18,661.50	1,571.48	5,344.49	22,382.66	13,204.99	157,987.30
Iowa Northern					50.00		36.61	1,716.61
Keokuk & Western			3,500.04	6.50	4,230.43	1,678.85	1,894.40	31,099.79
Mason City & Ft. Dodge	265.94				904.50	1,467.04		10,715.50
Minneapolis & St. Louis	1,188.27		65,366.02		6,790.18	13,805.22	3,233.74	394,047.76
Omaha & St. Louis			11,940.68	1,708.36	9,713.08	3,605.72	4,212.14	61,450.09
Prairie du Chien & McGregor							707.86	18,022.86
Sioux City & Northern				31.00	399.40	5,053.39	1,608.19	40,011.11
Sioux City & Pacific	2,200.52			1,349.64	2,342.20	5,235.96		29,223.54
Tabor & Northern			100.00	769.12	150.00	87.30		1,568.00
Wabash				22,599.96	55,932.90	14,198.60	29,779.05	781,785.89
NARROW GAUGE ROADS.								
Burlington & Northwestern					13.00			5,016.91
Burlington & Western					115.99			5,937.86
Des Moines & Kansas City					1,230.32	890.51	526.91	7,433.38
Des Moines & Northwestern	441.83		15,154.37		711.70	2,953.59		31,491.66
Total	\$ 93,700.63	\$ 101,649.97	\$ 1,122,448.14	\$ 393,551.20	\$ 590,670.86	\$ 715,138.28	\$ 392,966.92	\$ 10,760,702.25



TABLE No. VIII—

E. RECAPIT-

RAILROADS.	CHARGEABLE TO PASSENGER TRAFFIC.				
	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total.
Albia & Centerville.....	5,002.23	409.76	1,448.02	191.48	7,141.49
Burlington, Cedar Rapids & Northern	288,834.94	82,070.59	204,157.00	96,618.83	761,681.42
Chicago, Burlington & Quincy.....	1,202,830.56	875,997.95	3,249,747.28	655,611.32	5,984,177.31
Chicago, Burlington & Kansas City	32,806.29	7,734.81	38,594.49	8,462.80	87,238.39
Kansas City, St. Jo. & Council Bluffs	+	+	+	+	+
St. Louis, Keokuk & Northwestern	882.28	308.32	2,349.32	1,477.49	4,977.32
Chicago, Ft. Madison & Des Moines..	3,879.88	956.81	2,191.19	1,461.12	9,289.00
Chicago, Iowa & Dakota.....	1,420,314.21	849,123.51	2,665,539.53	757,564.46	5,692,541.71
Chicago, Milwaukee & St. Paul.....	1,155,006.38	642,738.87	3,302,178.49	498,277.46	5,598,201.20
Chicago & Northwestern.....	859,479.79	614,380.36	2,244,278.74	495,217.43	4,213,410.32
Chicago, Rock Island & Pacific.....	147,779.40	89,054.12	428,624.19	329,217.18	994,674.89
Chicago, St. Paul & Kansas City.....	514,530.17	172,590.52	997,502.68	298,306.93	1,893,026.30
Chicago, St. P., Minneapolis & Omaha	209,431.93	160,945.71	645,792.61	385,671.68	1,405,811.93
Crooked Creek.....	7,196.91	1,630.93	11,089.85	9,647.30	29,564.99
Des Moines & Northern.....	195,932.79	75,064.40	379,036.15	168,394.15	656,641.77
Des Moines Union.....	22,809.63	4,496.89	10,109.30	4,101.40	50,607.22
Dubuque & Sioux City.....	105,629.90	31,934.70	136,932.71	48,320.55	322,857.86
Humeston & Shenandoah.....	+	+	+	+	+
Iowa Central.....	34,582.47	14,406.85	52,845.09	18,838.91	120,764.22
Iowa Northern.....	15,012.82	3,364.40	14,206.01	5,409.24	38,032.47
Keokuk & Western.....	129,592.64	39,253.94	171,533.85	97,100.18	437,491.61
Mason City & Ft. Dodge.....	11,694.77	11,004.42	40,572.99	16,320.26	79,592.44
Minneapolis & St. Louis.....	17,232.09	13,507.70	47,698.11	12,104.85	90,542.75
Omaha & St. Louis.....	27,162.68	13,232.11	98,345.49	16,076.60	158,416.88
Prairie du Chien & McGregor.....	628,368.09	483,327.60	1,360,956.97	286,240.70	2,761,893.36
Sioux City & Northern.....	11,221.56	1,736.96	7,025.27	2,508.45	23,092.24
Sioux City & Pacific.....	9,674.13	6,011.24	16,404.29	2,850.18	34,939.84
Tabor & Northern.....	22,000.20	3,325.17	14,748.28	9,261.47	49,335.12
Wabash.....	+	+	+	+	+
NARROW GAUGE ROADS.	+	+	+	+	+
Burlington & Northwestern.....	11,221.56	1,736.96	7,025.27	2,508.45	23,092.24
Burlington & Western.....	9,674.13	6,011.24	16,404.29	2,850.18	34,939.84
Des Moines & Kansas City.....	22,000.20	3,325.17	14,748.28	9,261.47	49,335.12
Des Moines & Northwestern.....	+	+	+	+	+
Total.....	\$7,077,124.74	\$4,198,808.73	\$16,144,244.95	\$4,077,265.53	\$31,501,563.95

+ No answer.

## OPERATING EXPENSES.

ULATION.

RAILROADS.	CHARGEABLE TO FREIGHT TRAFFIC.					GRAND TOTAL.
	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total.	
Albia & Centerville.....	15,276.72	1,239.26	5,051.88	574.47	22,132.33	29,273.82
Burlington, Cedar Rapids & Northern	483,451.08	334,083.40	748,976.97	110,257.41	1,676,770.86	2,438,482.39
Chicago, Burlington & Quincy.....	1,979,828.56	1,604,137.06	5,635,322.83	1,078,553.23	10,311,843.68	16,206,020.99
Chicago, Burlington & Kansas City	51,058.91	19,178.96	72,770.86	13,326.07	155,943.80	244,181.69
Kansas City, St. Jo. & Council Bluffs	+	+	+	+	+	1,156,473.87
St. Louis, Keokuk & Northwestern	2,046.54	1,291.40	6,815.48	4,432.30	15,185.02	20,163.24
Chicago, Ft. Madison & Des Moines..	2,870.50	8,973.69	4,381.39	27,867.22	37,156.22	37,156.22
Chicago, Iowa & Dakota.....	11,639.64	1,940,423.36	6,635,619.50	1,012,809.59	11,941,521.52	17,634,163.23
Chicago, Milwaukee & St. Paul.....	2,343,699.07	2,362,303.51	6,008,543.29	1,031,003.88	12,036,814.80	17,635,036.00
Chicago & Northwestern.....	2,204,894.21	1,621,294.90	3,855,436.99	796,516.33	7,055,499.78	11,368,910.10
Chicago, Rock Island & Pacific.....	1,382,251.56	273,236.39	1,378,819.91	361,973.63	3,463,585.89	3,468,290.78
Chicago, St. Paul & Kansas City.....	397,554.56	430,582.50	1,363,775.02	295,483.49	2,863,970.37	4,754,906.67
Chicago, St. P., Minneapolis & Omaha	748,120.30	484,589.74	1,399,585.54	662,661.93	2,930,117.55	4,335,929.48
Crooked Creek.....	383,280.64	+	+	+	+	13,303.94
Des Moines & Northern.....	14,303.85	2,030.25	17,561.60	20,616.88	54,028.58	84,193.57
Des Moines Union.....	270,573.87	160,302.13	443,311.74	111,008.43	985,256.17	1,541,897.94
Dubuque & Sioux City.....	34,349.45	10,838.69	30,311.87	6,152.08	90,652.09	141,359.31
Humeston & Shenandoah.....	245,183.49	133,483.21	437,489.24	109,666.73	915,822.69	1,238,680.55
Iowa Central.....	22,817.73	23,451.96	43,368.50	12,260.79	104,098.92	224,863.14
Iowa Northern.....	14,240.55	5,372.32	13,628.42	5,216.25	38,457.64	75,510.11
Keokuk & Western.....	173,193.91	89,822.36	250,417.77	107,838.58	621,272.62	1,068,764.23
Mason City & Ft. Dodge.....	42,699.86	227,884.86	45,129.83	381,280.85	461,173.29	461,173.29
Minneapolis & St. Louis.....	15,250.83	30,040.35	90,516.37	27,816.26	150,229.51	37,220.90
Omaha & St. Louis.....	19,102.99	28,296.04	76,230.51	12,546.94	131,146.48	240,022.38
Prairie du Chien & McGregor.....	+	+	+	+	+	286,563.36
Sioux City & Northern.....	1,290,770.18	1,174,908.44	3,875,400.22	492,545.19	6,803,320.03	8,149.00
Sioux City & Pacific.....	11,221.56	1,736.96	7,025.27	2,508.45	23,092.24	46,184.54
Tabor & Northern.....	19,480.33	6,512.18	17,775.47	3,087.98	37,855.60	72,795.50
Wabash.....	51,430.43	7,188.51	40,833.02	22,330.19	121,792.15	74,524.08
NARROW GAUGE ROADS.	+	+	+	+	+	171,087.27
Total.....	\$12,094,000.54	\$10,157,194.98	\$23,319,231.26	\$6,390,663.13	\$61,960,799.31	\$95,880,964.24



TABLE No. VIII—OPERATING EXPENSES—CONTINUED.

## E. RECAPITULATION—CONTINUED.

RAILROADS.	Operating expenses per mile of road.	Operating expenses per train mile.	Proportion of operating expenses and taxes for Iowa.	Percentage of expenses to earnings.	Net earnings per train mile—cents.
Albia & Centerville.....	\$ 1,214.68	\$ 1.51.8	\$ 30,322.63	1.51.5	..
Burlington, Cedar Rapids & Northern.....	2,517.53	77.916	2,232,162.82	69.271	34.56
Chicago, Burlington & Quincy.....	3,083.87	79.627	4,025,010.48	63.082	13.239
Chicago, Burlington & Kansas City.....	1,140.19	..	69.09	..	..
Kansas City, St. Jo. & Council Bluffs.....	* 3,754.90	1.12.806	214,455.74	61.28	98.396
St. Louis, Keokuk & Northwestern.....	4,454.01	..	65.52	..	..
Chicago, Ft. Madison & Des Moines.....	448.07	..	20,163.24	79	..
Chicago, Iowa & Dakota.....	1,402.12	..	38,981.18	89.53	..
Chicago, Milwaukee & St. Paul.....	3,092.46	..	4,088,013.85	63.82	..
Chicago & Northwestern.....	4,126.10	80.10	5,036,544.13	62.77	47.835
Chicago, Rock Island & Pacific.....	3,306.06	74.00	5,581,942.85	65.22	39.75
Chicago, St. Paul & Kansas City.....	2,008.80	65.53	1,415,024.42	80.61	29.66
Chicago, St. Paul, Minneapolis & Omaha.....	3,953.00	1.01	388,211.28	66.76	42
Chicago, Santa Fe & California.....	8,414.86	1.12.039	167,817.46	83.08	22.810
Crooked Creek.....	..	..	14,568.65	..	..
Des Moines & Northern.....	2,023.30	..	85,919.12	65.02	..
Des Moines Union.....	..	..	106,547.29	..	..
Dubuque & Sioux City.....	2,813.16	78.407	1,693,322.42	66.70	41.085
Humeston & Shenandoah.....	1,479.06	73	149,019.00	80.76	19
Iowa Central.....	2,489.30	61.21	1,006,986.94	72.87	22.8
Iowa Northern.....	1,392.58	..	8,822.86	67.6	..
Keokuk & Western.....	1,519.65	73	120,905.51	57.26	81.250
Mason City & Ft. Dodge.....	851.63	72.081	85,275.59	68.17	33.653
Minneapolis & St. Louis.....	1,687.12	89.1	235,213.07	62.64	36.2
Omaha & St. Louis.....	3,180.80	..	..	87.75	..
Prairie du Chien & McGregor.....	..	..	..	..	..
Sioux City & Northern.....	2,581.21	87.706	190,245.05	59.04	35.469
Sioux City & Pacific.....	2,667.59	82.798	229,469.01	56.621	63.425
Tabor & Northern.....	890.43	..	8,156.89	90.1	..
Wabash.....	4,974.37	1.02.91	283,359.03	1.50.58	58.59
NARROW GAUGE ROADS.					
Burlington & Northwestern.....	879.72	..	47,645.82	68.40	..
Burlington & Western.....	1,029.63	..	74,772.40	1.00.20	..
Des Moines & Kansas City.....	707.98	50.77	74,491.51	71.71	68.78
Des Moines & Northwestern.....	1,500.76	..	175,965.29	79.456	..
Totals.....	..	..	\$ 28,779,170.25	..	..

\* Taken from previous reports.

† None.

TABLE No. IX—PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

## PASSENGER TRAFFIC.

RAILROADS.	Number of passengers carried.	Earnings per passenger.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Estimated cost of carrying each passenger one mile.	Total passenger earnings.	Passenger earnings per mile of road.	Passenger earnings per train mile.
Albia & Centerville.....	131,580	4.87	16.80	4,021.71	30.506	30.506	5,474.06	229.02	1.19.12
Burlington, Cedar Rapids & Northern.....	542,337	52.71	29.475	7,102,975.75	130.9	130.9	840,362.63	941.68	0.77.644
Chicago, Burlington & Quincy.....	2,953,904,514	29.475	29.475	6,713,273.33	61.7	61.7	8,530,667.28	1,618.14	1.10.220
Chicago, Burlington & Kansas City.....	137,265	2,892.644	20.400	2,811,084.76	20.400	20.400	102,194.08	444.30	..
Kansas City, St. Joseph & Council Bluffs.....	422,771	17,397.000	42.405	631,004.76	1,25.8	1,25.8	653,722.05	2,037.00	98.396
St. Louis, Keokuk & Northwestern.....	271,231	14,026.320	51.800	351,150.47	1,29.4	1,29.4	410,496.16	1,847.48	96.210
Chicago, Ft. Madison & Des Moines.....	18,667	228.933	12.709	2,287.99	30.4	30.4	8,947.81	327.65	1.02.707
Chicago, Iowa & Dakota.....	202,551,100	32.150	32.150	6,323,567.82	70.8	70.8	8,297,225.38	1,444.54	1.09.751
Chicago & Northwestern.....	311,054,319	31.200	31.200	6,845,701.00	51.2	51.2	7,081,023.24	1,897.08	1.05.123
Chicago, Rock Island & Pacific.....	4,962,037	293,070,709	41.000	4,710,264.44	105.5	105.5	5,627,162.86	1,650.80	96.785
Chicago, St. Paul & Kansas City.....	1,189,733	42,970,824	36.112	943,510.96	79.5	79.5	1,184,400.02	1,335.44	58.118
Chicago, St. Paul, Minneapolis & Omaha.....	1,477,702	72,224,423	48.570	1,828,404.86	1,23.7	1,23.7	2,110,200.63	1,472.10	1.03.085
Chicago, Santa Fe & California.....	485,251	38,128.597	78.570	829,707.24	1.71	1.71	1,037,145.17	2,012.81	74.943
Crooked Creek.....	..	..	..	..	..	..	..	..	..
Des Moines & Northern.....	34,251	785.396	23.000	21,208.88	62.3	62.3	25,267.92	697.25	35.475
Dubuque & Sioux City.....	748,437	45.105	26.400	642,060.80	83.9	83.9	763,042.94	1,362.67	89.212
Humeston & Shenandoah.....	467,778	1,204.208	26.400	30,407.20	67.5	67.5	30,063.82	419.00	54.966
Iowa Central.....	1,445,185	26.400	26.400	289,505.00	61.9	61.9	341,044.35	687.19	98.500
Iowa Northern.....	64,771	19.500	19.500	85,712.22	12.5	12.5	2,313.29	300.10	23.065
Keokuk & Western.....	3,164,945	19.000	19.000	85,712.22	32.6	32.6	104,390.20	704.19	36.510
Mason City & Ft. Dodge.....	930,570	31.800	31.800	27,812.35	36.9	36.9	33,072.95	359.48	60.708
Minneapolis & St. Louis.....	943,141.00	41.510	41.510	113,703.80	1,07.7	1,07.7	416,373.00	1,132.37	95.130
Omaha & St. Louis.....	4,414,721	1,570,204	32.200	35,130.58	72.5	72.5	141,797.50	977.50	1.23.540
Prairie du Chien & McGregor.....	1,570,204	40.740	40.740	35,130.58	1,02.9	1,02.9	42,020.82	437.81	28.870
Sioux City & Northern.....	9,329,550	40.740	40.740	235,712.17	1,02.9	1,02.9	272,175.00	2,523.75	1.27.923
Sioux City & Pacific.....	8,472	67.770	8.000	3,653.75	34.8	34.8	3,551.65	392.23	..
Tabor & Northern.....	149,064.293	42.000	42.000	3,264,948.00	35.5	35.5	4,019,772.85	2,000.47	88.160
Wabash.....	3,416,076	..	..	..	..	..	..	..	..
NARROW GAUGE ROADS.									
Burlington & Northwestern.....	34,054	254.210	14,171.85	40.8	..	..	17,088.08	342.04	1.21.500
Burlington & Western.....	24,292	437.573	13,455.26	35.4	..	..	19,876.86	56.09	57.420
Des Moines & Kansas City.....	45,199	1,221,463	41,173.92	91.1	..	..	47,147.09	439.00	58.700
Des Moines & Northwestern.....	67,007	1,819,827	48,253.74	71.9	..	..	59,680.90	514.74	65.310
Totals.....	43,204,220	1,496,191,925	869,740	35,097,963.21	..	..	43,069,736.59	30,829.29	..

\* No report. † No account kept.



TABLE IX—PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE—CONTINUED.

## FREIGHT TRAFFIC.

RAILROADS.	Number of tons car-ried of freight earn-ing revenue.	Number of tons car-ried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount re-ceived for each ton of freight.	Average receipts per ton per mile.	Estimated cost of car-rying one ton one mile.	Total freight earnings.	Freight earnings per mile of road.	Freight earnings per train mile.
Albia & Centerville.....	91,585	1,420,205	15.5	\$ 13,547.50	\$ .14.7	.054	1.558	\$ 13,547.50	\$ .02.14	.03.6
Burlington, Cedar Rapids & Northern.....	1,509,744	222,285,067	147.23	2,599,182.08	1.72.1	1.169	.754	2,599,182.08	2,429.93	1.52.2
Chicago, Burlington & Quincy.....	7,433,626	1,645,745,417	169.602	16,495,602.02	1.46.2	1.002	.884	16,320,559.69	3,126.36	1.50.0
Chicago, Burlington & Kansas City.....	219,685	15,866,604	72.00	239,726.15	1.09.1	1.511	1.071	239,726.15	1,089.17	.....
Kansas City, St. Jo. & Council Bluffs.....	957,932	75,015,654	78.31	1,036,299.88	1.08.1	1.381	1.339	1,036,299.88	3,364.42	2.18.5
St. Louis, Keokuk & Northwestern.....	1,098,544	126,894,029	115.5	1,102,249.41	1.03.0	.868	.600	1,102,249.41	4,842.02	1.08.2
Chicago, Ft. Madison & Des Moines.....	10,877	297,345	27.00	17,357.47	1.59.5	5.910	5.107	17,357.47	386.60	.....
Chicago, Iowa & Dakota.....	25,506	347,186	13.611	32,072.61	1.25.7	9.237	.....	32,072.61	1,210.28	1.22.3
Chicago, Milwaukee & St. Paul.....	10,397,035	1,805,635,111	182.32	19,012,159.12	1.82.8	1.003	.670	19,215,667.88	3,369.80	1.53.9
Chicago & Northwestern.....	13,547,496	1,944,564,945	144.00	19,980,969.85	1.47.4	1.028	.619	20,003,841.78	4,680.85	1.40.1
Chicago, Rock Island & Pacific.....	5,198,365	1,082,223,392	208.00	11,240,987.93	2.16.0	1.038	.652	11,240,987.93	3,207.87	1.20.1
Chicago, St. Paul & Kansas City.....	1,388,638	391,436,813	281.9	3,077,738.38	2.21.0	.786	.629	3,077,738.38	3,470.22	1.17.4
Chicago, St. Paul, Minneapolis & Omaha.....	2,832,020	454,008,636	159.1	4,916,479.76	1.72.3	1.083	.931	4,927,083.16	3,457.10	1.05.5
Chicago, Santa Fe & California.....	1,885,204	410,747,099	217.88	4,128,714.13	2.19.0	1.005	.713	4,133,806.59	8,022.60	1.66.2
Crooked Creek.....	72,419	1,053,693	23.00	102,658.82	1.42.1	6.225	5.091	102,658.82	2,474.37	3.61.3
Des Moines & Northern.....	996,246	.....	.....	1,741,405.06	1.94.7	.....	.....	1,741,756.06	3,038.44	1.45.3
Dubuque & Sioux City.....	126,252	9,398,115	74.4	133,218.34	1.05.5	1.417	.964	133,218.34	1,395.68	1.24.2
Hameston & Shenandoah.....	1,131,239	137,277,205	121.3	1,354,635.08	1.19.7	.90	.007	1,355,124.28	2,723.32	1.16.8
Iowa Central.....	65,965	230,982	3.5	9,899.38	.15.0	4.285	.....	9,899.38	1,669.32	.98.9
Keokuk & Western.....	245,058	16,781,197	68.00	242,087.91	.98.7	1.442	.811	242,087.91	1,636.06	1.08.7
Mason City & Ft. Dodge.....	96,319	2,815,542	29.23	79,158.79	.82.8	2.833	1.366	79,158.79	890.42	1.53.2
Minneapolis & St. Louis.....	956,044	83,549,469	87.4	1,175,125.26	1.22.9	1.406	.743	1,175,125.26	3,105.88	2.00.9
Omaha & St. Louis.....	501,568	54,916,932	109.40	383,849.78	.76.4	.608	.594	383,849.78	2,647.23	.99.4
Prairie du Chien & McGregor.....	263,639	19,826,523	75.20	363,513.39	1.37.8	1.018	.597	358,660.75	3,763.04	2.78.4
Sioux City & Northwestern.....	403,002	16,726,440	41.5	215,376.52	.53.4	1.288	.784	215,022.52	2,010.08	1.55.5
Sioux City & Pacific.....	4,659	37,272	8.00	4,663.89	1.00.1	12.5	.....	4,663.89	514.77	.....
Tabor & Northern.....	6,256,064	1,209,179,055	193.3	8,800,819.00	1.41.6	.733	.563	9,008,514.91	4,684.86	1.74.0
Wabash.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
NARROW GAUGE ROADS.										
Burlington & Northwestern.....	.....	.....	.....	49,513.22	.....	.....	.....	49,513.22	943.29	4.30.4
Burlington & Western.....	.....	.....	.....	53,434.19	.....	.....	.....	53,434.19	755.50	.72.5
Des Moines & Kansas City.....	31,805	1,996,754	62.78	55,991.57	.17.6	2.80	.....	55,991.57	499.02	.80.4
Des Moines & Northwestern.....	102,907	4,188,314	40.00	155,715.03	1.51.3	3.717	2.900	155,715.03	1,365.92	1.58.5
Total.....	57,869,473	9,825,064,985	.....	\$ 98,874,312.21	.....	.....	.....	\$ 99,285,564.90	.....	.....

TABLE No. IX—PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE—CONTINUED.

## PASSENGERS AND FREIGHT.

RAILROADS.	Pas-senger and freight rev-ue.	Same per mile of road.	Pas-senger and freight earn-ings.	Same per mile of road.	Gross earnings from opera-tions.	Same per mile of road.	Expenses.	Same per mile of road.
Albia & Centerville.....	\$ 18,169.30	753.91	\$ 19,322.55	\$ 801.76	\$ 19,322.55	\$ 801.76	\$ 20,273.82	\$ 1,214.68
Burlington, Cedar Rapids & Northern.....	3,347,519.82	3,129.54	3,500,361.42	3,272.43	3,504,561.42	3,276.39	2,438,452.28	2,279.67
Chicago, Burlington & Quincy.....	23,209,176.35	4,392.12	25,071,247.28	4,744.50	25,832,605.28	4,888.60	16,296,029.99	3,083.87
Chicago, Burlington & Kansas City.....	310,809.63	1,412.13	341,920.23	1,533.47	351,402.96	1,605.65	250,954.49	1,140.19
Kansas City, St. Jo. & Council Bluffs.....	1,698,204.64	5,091.73	1,869,931.93	5,422.03	1,886,942.13	5,626.63	1,156,472.87	3,754.90
St. Louis, Keokuk & Northwestern.....	1,433,390.88	6,885.76	1,512,735.57	6,646.46	1,547,156.35	6,797.70	1,013,734.02	4,454.01
Chicago, Fort Madison & Des Moines.....	22,879.12	508.42	25,051.16	556.69	25,051.16	556.69	20,163.24	448.07
Chicago, Iowa & Dakota.....	39,450.60	1,488.70	41,020.42	1,547.97	42,908.05	1,622.60	37,156.22	1,402.12
Chicago, Milwaukee & St. Paul.....	25,335,426.94	4,443.01	27,452,893.26	4,814.34	27,629,794.18	4,845.37	17,634,163.23	3,062.46
Chicago & Northwestern.....	26,826,671.43	6,277.39	27,985,405.02	6,548.54	28,090,517.95	6,573.13	17,633,686.00	4,126.10
Chicago, Rock Island & Pacific.....	15,937,252.37	4,681.52	16,865,156.79	4,948.76	17,278,942.81	5,099.28	11,268,910.10	3,304.06
Chicago, St. Paul & Kansas City.....	4,023,549.34	4,336.04	4,232,138.40	4,805.66	4,290,359.26	4,867.48	3,438,260.78	3,899.27
Chicago, St. Paul, Minneapolis & Omaha.....	6,744,884.02	4,705.18	7,037,382.19	4,909.23	7,123,707.24	4,970.85	4,766,996.67	3,318.45
Chicago, Santa Fe & California.....	4,958,511.37	9,023.13	5,170,951.76	10,035.42	5,218,691.73	10,128.07	4,335,929.48	8,414.16
Crooked Creek.....	124,317.70	2,987.68	128,226.74	3,081.63	129,503.33	3,112.55	84,163.57	2,023.39
Des Moines & Northern.....	2,384,504.80	4,159.69	2,437,365.54	4,371.11	2,537,365.54	4,426.35	1,612,618.44	2,813.16
Dubuque & Sioux City.....	163,715.64	1,715.19	173,212.16	1,814.69	174,920.61	1,832.58	141,559.31	1,479.92
Hameston & Shenandoah.....	1,644,138.47	3,394.13	1,697,068.63	3,410.51	1,696,742.52	3,415.87	1,238,680.55	2,480.30
Iowa Central.....	12,212.67	2,059.42	12,212.67	2,059.42	12,212.67	2,059.42	8,258.29	1,392.58
Keokuk & Western.....	337,860.23	2,215.31	346,288.21	2,340.25	362,006.32	2,649.23	224,863.14	1,519.65
Mason City & Ft. Dodge.....	106,971.14	1,102.72	112,231.05	1,219.90	112,231.05	1,219.90	76,510.11	831.63
Minneapolis & St. Louis.....	1,518,266.26	4,129.08	1,591,498.26	4,328.25	1,602,002.35	4,004.03	1,058,764.23	2,879.42
Omaha & St. Louis.....	497,843.58	3,432.02	525,587.28	3,624.73	525,587.28	3,624.73	461,173.29	3,180.80
Prairie du Chien & McGregor.....	306,649.47	4,152.60	400,090.57	4,173.89	408,064.02	4,250.66	240,922.26	2,569.60
Sioux City & Northwestern.....	451,088.60	4,199.30	488,088.51	4,543.83	506,100.11	4,711.41	286,563.36	2,667.69
Sioux City & Pacific.....	7,617.64	840.79	8,219.44	907.24	8,219.44	907.24	8,149.09	899.45
Tabor & Northern.....	13,028,287.76	6,775.43	13,028,287.76	6,775.43	13,028,287.76	6,775.43	9,565,223.29	5,047.44
Wabash.....	.....	.....	.....	.....	.....	.....	.....	.....
NARROW GAUGE ROADS.								
Burlington & Northwestern.....	63,685.07	1,213.06	67,501.90	1,285.94	67,501.90	1,285.94	46,184.54	879.72
Burlington & Western.....	66,889.47	946.10	72,311.05	1,022.77	72,454.05	1,024.52	72,765.50	1,029.63
Des Moines & Kansas City.....	97,167.49	867.56	103,138.66	929.88	103,138.66	927.87	74,524.98	665.41
Des Moines & Northwestern.....	203,950.77	1,789.04	214,395.93	1,880.66	215,272.18	1,888.35	171,087.27	1,500.76
Totals.....	\$134,912,812.84	.....	\$142,443,240.60	.....	\$144,531,643.53	.....	\$ 95,701,405.41	.....

+ No report.



TABLE No. IX.—PASSENGER AND FREIGHT AND TRAIN MILEAGE, ENTIRE LINE—CONTINUED.

## TRAIN MILEAGE.

RAILROADS.	Miles run by passenger trains.	Miles run by freight trains.	Miles run by mixed trains.	Total mileage trains earning revenue.	Miles run by switching trains.	Miles run by construction and other trains.	Grand total train mileage.	Mileage of loaded freight cars north and east.
Albia and Centerville	1,130,706	1,835,198	179,282	10,282	362,123	2,489	21,738	85,972
Burlington, Cedar Rapids & Northern	7,737,810	12,707,737	172,000	3,138,504	362,123	74,035	3,574,724	12,882,722
Chicago, Burlington & Quincy	137,038	223,538	20,465,547	371,470	371,470	18,093	371,470	7,431,470
Kansas City, St. Jo. & Council Bluffs	644,032	474,210	30,421	1,118,264	371,470	14,808	1,533,724	7,431,470
St. Louis, Keokuk & Northwestern	418,949	537,829	30,421	987,200	73,823	28,170	1,070,193	28,170
Chicago, Ft. Madison & Des Moines	8,712	36,108	34,450	49,170	4,070,218	5,000	28,170	100,804,302
Chicago, Iowa & Dakota	7,200,032	11,800,037	817,748	10,083,317	4,070,218	835,227	28,170	28,170
Chicago, Milwaukee & St. Paul	1,203,452	13,581,327	916,580	21,801,000	2,824,388	909,018	28,170	28,170
Chicago & Northwestern	5,813,273	6,332,351	15,107,054	15,107,054	2,810,026	815,645	28,170	28,170
Chicago, Rock Island & Pacific	128,721	1,473,977	297,033	3,064,331	501,309	87,940	28,170	28,170
Chicago, St. Paul & Kansas City	1,024,682	1,627,033	442,407	4,094,122	1,228,231	300,385	28,170	28,170
Chicago, Santa Fe & California	1,833,903	2,486,118	348,433	3,670,023	916,415	135,483	28,170	28,170
Des Moines & Northern	45,348	28,433	74,011	74,011	143,121	143,121	28,170	28,170
Dubuque & Sioux City	896,322	1,138,048	2,634,371	180,045	8,371	8,641	28,170	28,170
Humestown & Shenandoah	107,101	1,060,042	10,016	1,038,422	292,126	103,036	28,170	28,170
Iowa Central	409,330	1,060,042	10,016	1,038,422	292,126	103,036	28,170	28,170
Iowa Northern	143,827	51,007	10,016	10,016	78,800	7,046	28,170	28,170
Keokuk & Western	54,477	51,007	10,016	10,016	78,800	7,046	28,170	28,170
Mason City & Ft. Dodge	47,709	584,828	106,144	306,057	78,800	7,046	28,170	28,170
Minneapolis & St. Louis	106,133	386,002	1,022,537	1,022,537	105,615	11,201	28,170	28,170
Omaha & St. Louis	145,582	128,816	11,470	274,399	76,307	4,894	28,170	28,170
Prairie du Chien & McGregor	194,472	130,193	12,486	340,135	130,815	018	28,170	28,170
Sioux City & Northern	4,559,706	6,011,126	11,170,892	11,170,892	2,568,830	226,550	28,170	28,170
Sioux City & Pacific	11,470	130,193	12,486	274,399	76,307	4,894	28,170	28,170
Tabor & Northern	194,472	130,193	12,486	340,135	130,815	018	28,170	28,170
Wabash	4,559,706	6,011,126	11,170,892	11,170,892	2,568,830	226,550	28,170	28,170
NARROW GAUGE ROADS.								
Burlington & Northwestern	11,470	130,193	12,486	274,399	76,307	4,894	28,170	28,170
Burlington & Western	68,841	73,662	142,503	142,503	142,503	142,503	28,170	28,170
Des Moines & Kansas City	80,209	60,031	149,040	149,040	149,040	149,040	28,170	28,170
Des Moines & Northwestern	73,856	98,181	172,039	172,039	172,039	172,039	28,170	28,170
Total	42,487,889	68,753,600	2,080,353	114,237,845	22,638,577	3,770,876	118,765,788	346,700,060

† Includes mixed trains. ‡ None.

TABLE No. IX.—PASSENGER AND FREIGHT AND TRAIN MILEAGE, ENTIRE LINE—CONTINUED.

## TRAIN MILEAGE.

RAILROADS.	Mileage of loaded freight cars south and west.	Mileage of empty freight cars north and east.	Same south and west.	Average number of freight cars in train.	Average number of loaded cars in train.	Average number of empty cars in train.	Average number of tons of freight in train.	Average number of each loaded car.	Same in cars when shipped in car lots.	Same when in less than car lots.	Total amount received for through freight.
Albia and Centerville	14,870	3,404	35,031	9.7	22.31	9.7	98	14	13.8	9	12,850.85
Burlington, Cedar Rapids & Northern	11,000,312	2,237,702	4,134,178	30.60	22.31	8.40	267,732	12.12	13.8	1,497,980.64	1,497,980.64
Chicago, Burlington & Quincy	183,004,319	81,044,353	81,044,353	92.85	14.40	4.40	130,449	7			
Kansas City, St. Jo. & Council Bluffs	1,069,015	2,320,270	925,271	12	15.25	4.91	130.19	10.37			
St. Louis, Keokuk & Northwestern	11,000,182	2,320,270	2,080,573	24	27	2	135.63	5.62			
Chicago, Ft. Madison & Des Moines	90,070,568	30,066,488	41,415,460	21.00	15.20	5.73	131.59	9.60			
Chicago, Iowa & Dakota	109,057,030	47,270,717	31,454,563	10.1	13.7	5.1	134.1	9.8			
Chicago, Milwaukee & St. Paul	90,000,476	21,200,260	16,773,257	16.3	12.1	4.1	116.2	9.6			
Chicago, Rock Island & Pacific	10,219,906	4,282,264	4,970,170	18.47	14.72	3.75	119.39	10.15			
Chicago, St. Paul & Kansas City	24,331,333	8,618,037	4,068,423	18.5	14.36	4.14	133.44	10.30			
Chicago, Santa Fe & California	20,151,080	6,434,406	9,825,748	27	19	8	163	8.5	15	7	
Des Moines & Northern	97,003	24,042	32,172	13	11	2	169	11			
Dubuque & Sioux City	6,348,311	2,370,013	1,801,679	16.81	13.11	3.70	135.6	17.9			
Humestown & Shenandoah	531,130	371,801	116,008	11.6	7	4.6	118.4	12.9			
Iowa Central	4,339,404	1,732,412	3,021,897	12.3	9.2	3.1	105	13			
Iowa Northern	15,400	13,400	22,175	7	8	4	109	13			
Keokuk & Western	740,500	412,889	221,175	12	8.94	4.46	63.74	10.72			
Mason City & Ft. Dodge	30,210	35,072	104,240	10.40	14.4	4.4	119.8	8			
Minneapolis & St. Louis	3,943,467	673,005	1,673,470	18.4	13.62	8.25	90.30	7.29			
Omaha & St. Louis	2,965,106	2,157,387	231,660	21.87	13.90	6.00	108.46	12.12			
Prairie du Chien & McGregor	1,381,809	720,054	120,434	20.50	13.90	6.00	108.46	12.12			
Sioux City & Northern	780,913	457,109	288,500	17.4	11.9	5.5	118.1	9.9			
Sioux City & Pacific											
Tabor & Northern											
Wabash											
NARROW GAUGE ROADS.											
Burlington & Northwestern											
Burlington & Western	130,202	62,049	102,092	15	9	6	42	4.66			
Des Moines & Kansas City	308,584	188,196	238,303	32		12	100	10			
Des Moines & Northwestern											
Total	554,540,148	132,909,051	205,605,120								8,861,772.40

‡ None.



TABLE No. X—

RAILROADS.	LOCOMOTIVES.						PASSENGER.					
	Passenger.	Freight.	Switching.	Leased.	Total.	Equipped with train brake.	Added during year.	First class passenger.	Second class passenger.	Combination passenger.	Emigrant.	Dining.
Albia & Centerville.....	*											
Burlington, Cedar Rapids & Northern...	31	64	10		105	60		36		17		
Chicago, Burlington & Quincy.....	81	296	98		475	475	6	205		730		6
Chicago, Burlington & Kansas City.....	2	9			11	11		3				
Kansas City, St. Jo. & Council Bluffs.....	16	14	10		40	34		13	5	3		
St. Louis, Keokuk & Northwestern.....	8	15			23	23		15		1		
Chicago, Ft. Madison & Des Moines.....		3			3					1		
Chicago, Iowa & Dakota.....	1	1			2			1		1		
Chicago, Milwaukee & St. Paul.....	266	450	85		801	438	25	320	32			
Chicago & Northwestern.....	185	506	154		846	738	40	308	28	49		9
Chicago, Rock Island & Pacific.....	135	280	86	33	534	267	10	135	18	34	9	11
Chicago, St. Paul & Kansas City.....	26	51	5	40	122	122	6	10	19	7		3
Chicago, St. Paul, Minneapolis & Omaha.....	57	137	29		243	225	8	62	25	19		2
Chicago, Santa Fe & California.....	14		3		17	17		4				
Crooked Creek.....	2	1			3							
Des Moines & Northern.....		1			3			3				
Dubuque & Sioux City.....	17	30	8		55	31		23				
Humeston & Shenandoah.....		5	13		18							
Iowa Central.....	10	49	7	4	60	34	4	11		11		
Iowa Northern.....				1	1							
Keokuk & Western.....	4	6	2		12	12		5		2		
Mason City & Ft. Dodge.....	1	3			4			2				
Minneapolis & St. Louis.....	18	38	11		67	35		18		7		
Omaha & St. Louis.....	3	11	2		16	14		3				
Prairie du Chien & McGregor.....	*											
Sioux City & Northern.....	4	5	2		11	11	4			2		
Sioux City & Pacific.....	4	5	6	1	12	10			5	5		
Tabor & Northern.....				1	1			1				
Wabash.....	112	204	82		398	204	21	51	53	26		5
NARROW GAUGE ROADS.												
Burlington & Northwestern.....	2	2	1		5	3	3	3		3		
Burlington & Western.....	2	2			4	4		2	2			
Des Moines & Kansas City.....		8			8			3		4		
Des Moines & Northwestern.....	2	6	2		10	2		4				
Totals.....	1,007	2,212	608	70	3,910	2,572	128	1,251	187	226	9	44

\* No equipment.

+ Includes second class cars.

### DESCRIPTION OF EQUIPMENT.

[illegible]



TABLE No. X—DESCRIPTION OF EQUIPMENT—CONTINUED.

RAILROADS.	CARS IN COMPANY'S SERVICE.						CARS LEASED.				Grand total.	Total added during year.	Total equipped with train brake.	Total equipped with automatic coupler.	Total decrease during year.			
	Gravel.	Derrick.	Caboose.	Others.	Total.		Passenger.	Freight.	Equipped with train brake.	Without automatic coupler.								
					Equipped with train brake.	Without automatic coupler.												
Albia & Centerville	21	5	54	32	114	12	4,110	4,110	205	3,825	842							
Burlington, Cedar Rapids & Northern		6	297	12	294	12	20,305	20,305	3,451	3,083								
Chicago, Burlington & Quincy	14	10	17	13	40	10	223	223	26	26								
Chicago, Burlington & Kansas City		10	17	14	40	10	1,032	1,032	1	1								
Chicago, St. Jo. & Council Bluffs		10	17	14	40	10	521	521	29	104								
St. Louis, Keokuk & Northwestern			1	4	28	5	521	521	63	10								
Chicago, Ft. Madison & Des Moines			1	1	1		16	16	3									
Chicago, Iowa & Dakota			1	1	1		16	16	3									
Chicago, Milwaukee & St. Paul	156	10	442	51	653	4	25,065	25,065	2,006	2,046	4,418							
Chicago, Milwaukee & St. Paul	30	451	135	13	8	1	20,680	20,680	214	4,014	4,432							
Chicago, Rock Island & Pacific	248	5	258	511	30	3	13,942	13,942	14,690	20,729	3,064							
Chicago, St. Paul & Kansas City	3	72	34	109	3	3	2,702	2,702	880	80								
Chicago, St. Paul, Minneapolis & Omaha		3	106	20	132		8,200	8,200	11	648	64							
Chicago, Santa Fe & California		4	46	94	143		2,213	2,213	4									
Crooked Creek			1	1	1		11	11										
Des Moines & Northern			1	1	1		43	43										
Dubuque & Sioux City			1	1	1		251	251										
Humeston & Shenandoah			1	1	1		80	80										
Iowa Central		10	30	13	45	3	1,323	1,323	6	295	384							
Iowa Northern							1	1										
Keokuk & Western			6	0	11	3	351	351										
Mason City & Ft. Dodge		1	1	2	3		135	135										
Minneapolis & St. Louis			37	42	80		2,038	2,038										
Omaha & St. Louis			11	13	24		563	563										
Prairie du Chien & McGregor			0	2	2		480	480										
Sioux City & Northern			0	3	3	1	186	186										
Sioux City & Pacific		10	10	13	17	1	186	186										
Tabor & Northern			9	206	73	7	13,392	13,392	2									
Wabash	127				415		1,590	1,590										
NARROW GAUGE ROADS.																		
Burlington & Northwestern							1	121										
Burlington & Western							2	277										
Des Moines & Kansas City		1	0		2		2	203										
Des Moines & Northwestern				1	1		426	484										
Totals.	562	85	2,037	537	249	64	180	147	3,299	126,321	8	3,774	70	210	103,819	14,395	18,178	459

\* No equipment.

+ Iron ore cars,

TABLE XI—MILEAGE—ENTIRE LINE.  
OPERATED BY ROAD MAKING DEPT.

[illegible]

\* No report for entire line.



TABLE No. XII.—CONDITION OF ROADS IN IOWA.

RAILROADS.	Mileage operated in the State.	Mileage in the State.	Number of stock-holders in the State.	Amount of stock held in the State.	Amount of stock representing road in Iowa.	Amount of debt representing road in Iowa.	Grand total stock and debt representing road in Iowa.	Miles of fencing in Iowa.	Miles of unfenced road in Iowa.	Average cost per mile of fencing.	Total cost of same.	Miles of fencing built during year.
Albia & Centerville.....	24.10	24.10	5	127,100.00	400,000.00		400,000.00	10.23	19			
Burlington, Cedar Rapids & N.....	910.90	1,024.29	8	4,900.00	6,008,528.00	12,450,229.00	18,557,757.00		308			
Burlington & Missouri River.....	3.86	3.86										
Chicago, Burlington & Quincy.....	1,093.78	755.29			*16,974,237.18	*23,623,309.89	40,597,547.07	1,021.72	133.96	*286.50		
Chicago, Burlington & K. C.....	180.99	180.99		300.00	*3,432,675.28		3,432,675.28					
Kansas City, St. Jo. & C. B.....	53.32	51.82		68,775.99	*1,120,832.62	*974,679.08	20,095,611.70					
St. Louis, Keokuk & N-W.....	176.45	176.45		400.00	1,568,672.63	*1,175,540.39	2,744,212.03					
Chicago, Ft. Madison & D. M.....	45.00	45.00			40,000.00		40,000.00					
Chicago, Iowa & Dakota.....	26.50	26.50			245,200.00	397,000.00	642,200.00					
Chicago, Milwaukee & St. Paul.....	1,553.27	1,553.27	4	11,300.00	18,523,402.71	35,239,885.50	51,457,308.92					
Chicago & Northwestern.....	1,163.12	1,163.12	18	488,300.00	18,107,361.45	31,335,661.47	49,379,056.45	1,000.50	60.00			
Chicago, Rock Island & Pacific.....	1,065.58	1,065.58	36	280,000.00	*16,276,008.50	*18,104,039.81	34,380,129.31	968.05	97.53			
Chicago, St. Paul & K. C.....	468.55	468.43	47	112,600.00	8,497,888.74	17,683,276.34	26,181,165.08	889.12		214.31	190,549.18	
Chicago, St. Paul, M. & Omaha.....	74.55	74.55	2	10,000.00	1,873,814.25	1,306,500.88	3,180,405.13	140.50		192.00	20,976.00	
Chicago, Santa Fe & California.....	19.86	19.86	1	100.00	606,750.00	606,000.00	1,301,750.00	19.86		182.40	7,208.24	
Crooked Creek.....	23.27	23.27			225,000.00		225,000.00					
Des Moines & Northern.....	41.61	41.61			832,700.00	741,800.00	1,574,500.00					
Des Moines Union.....	2.70	2.70			400,000.00	497,000.00	897,000.00					
Dubuque & Sioux City.....	573.24	573.24	7	5,700.00	9,183,837.71	10,569,826.56	19,753,664.27	10.09				
Humeston & Shenandoah.....	112.53	95.45	3	300.00	4,036,000.00	2,684,000.00	6,710,000.00			169.38	22,335.95	28.4
Iowa Central.....	404.34	415.72	5	2,400.00	11,103,178.78	4,873,844.62	15,977,023.40	415.72				
Iowa Northern.....	5.93	5.93			90,000.00	50,000.00	140,000.00					
Keokuk & Western.....	73.08	73.08	5	23,400.00	2,400,000.00	112,200.00	2,512,200.00	73.08		300.00	22,800.00	
Mason City & Fort Dodge.....	92.00	92.00	1	100.00	920,000.00	1,826,947.01	2,746,947.01	161.46	12.00	168.24	27,165.19	
Minneapolis & St. Louis.....	153.84	149.00			*3,093,133.56	*3,685,133.56	7,378,267.12	304.08				
Omaha & St. Louis.....	67.00	67.00			*2,094,789.84	*1,271,152.14	3,365,941.98					
Prairie du Chien & McGregor.....	.25	.25			12,500.00		12,500.00					
Sioux City & Northern.....	84.13	84.13	13	1,440,000.00	1,261,350.00		1,155,000.00					
Sioux City & Pacific.....	80.47	80.47	2	1,300.00	1,549,470.75	2,516,374.60	4,065,845.35	7.87		196.80	15,488.16	
Tabor & Northern.....	9.06	9.06			28,450.00	49,904.42	78,354.42					
Union Pacific.....	4.12	4.12										
Wabash.....	124.60	110.00			1,556,217.00	322,000.00	1,878,217.00	50.80	58.00	150.00	6,877.50	
NARROW GAUGE ROADS.												
Burlington & Northwestern.....	52.40	38.73			150,000.00	340,922.57	497,922.57	22.27	16.45	247.13	5,527.49	3.19
Burlington & Western.....	70.70	73.70			856,801.82	912,077.29	1,768,879.11	46.85	23.85	251.31	11,774.18	7.35
Des Moines & Kansas City.....	102.00	102.00			714,285.80	490,895.35	1,205,181.15	105.00	45.00	150.00	15,750.00	5.00
Des Moines & Northwestern.....	114.00	114.00	6		1,000,500.00	535,008.43	1,535,508.43	60.00	54.00	300.00		
Totals.....	9,051.19	8,776.57	163	2,577,775.00	135,871,277.62	174,472,489.82	310,343,767.44	6,257.93	522.85	216.00	362,451.89	44.19

\* Taken from previous report.

TABLE No. XIII.—OPERATING EXPENSES.

## STATE OF IOWA.

RAILROADS.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Percentage of expenses to earnings—Iowa.
Albia & Centerville.....	20,368.95	1,638.02	6,499.00	765.05	29,271.02	7,141.49	22,129.53	151.5
Burlington, Cedar Rapids and Northern.....	736,200.88	300,608.48	981,774.53	194,551.18	2,213,135.07	716,380.82	1,576,844.25	60.27
Chicago, Burlington & Quincy.....					*4,406,000.60			
Chicago, Burlington & Quincy.....					122,893.12			
Chicago, Burlington & Quincy.....					208,165.11			
Kansas City, St. Joseph and Council Bluffs.....					47,612.43			
St. Louis, Keokuk & Northwestern.....					20,163.24	4,977.32	15,185.92	79
Chicago, Fort Madison & Des Moines.....	3,320.12	1,850.72	9,064.80	5,900.60	20,163.24	4,977.32	15,185.92	79
Chicago, Iowa & Dakota.....	15,519.32	3,827.31	11,964.88	5,844.51	37,156.22	9,289.00	27,867.22	80.53
Chicago, Milwaukee & St. Paul.....	1,021,921.46	759,803.48	2,325,291.83	480,656.55	4,787,673.32	1,545,552.33	3,242,120.99	63.82
Chicago & Northwestern.....	914,012.93	798,036.41	2,607,676.05	589,047.15	4,909,672.56	1,523,273.32	3,386,400.24	66.54
Chicago, Rock Island & Pacific.....					5,358,454.11			
Chicago, St. Paul & Kansas City.....	235,517.04	106,758.06	606,804.18	272,240.44	1,374,320.62	393,082.48	981,238.14	71.18
Chicago, St. Paul, Minneapolis & Omaha.....	96,720.17	48,194.96	180,873.87	38,597.24	364,386.24	145,005.80	219,380.44	66.76
Chicago, Santa Fe & California.....	21,063.13	26,439.91	89,799.92	22,063.01	159,296.97	44,736.48	114,560.49	83.01
Crooked Creek.....	3,175.25	794.16	5,083.80	3,438.73	13,393.94			
Des Moines & Northern.....	31,560.76	3,687.18	28,651.45	30,264.18	84,103.57	20,564.09	63,539.48	65.02
Des Moines Union.....	4,559.18	76,534.72	5,245.77	106,547.29	133,887.96			
Dubuque & Sioux City.....	20,207.62	231,345.28	709,096.00	211,547.43	1,612,616.44	643,725.43	968,891.01	63.87
Humeston & Shenandoah.....	460,628.64	15,335.58	58,421.17	10,253.48	534,638.87	50,607.22	484,031.65	80.76
Iowa Central.....	57,249.08	126,017.54	444,000.63	112,503.41	960,141.91	249,094.65	711,047.26	71.41
Iowa Northern.....	277,611.31	1,194.64	3,236.55	1,716.61	8,258.29			67.6
Keokuk & Western.....	2,138.49	10,353.86	50,191.39	15,660.84	114,680.30	61,589.75	53,090.55	57.36
Mason City & Fort Dodge.....	29,274.11	7,006.72	27,834.43	10,715.50	76,510.11	38,052.47	38,457.64	68.17
Minneapolis & St. Louis.....	20,253.57	8,700.72	27,834.43	10,715.50	76,510.11	38,052.47	38,457.64	68.17
Omaha & St. Louis.....	87,194.79	28,479.56	88,815.49	34,068.62	238,558.46	82,904.49	155,653.97	71.11
Prairie du Chien & McGregor.....	35,133.90	35,381.09	124,184.66	28,394.18	213,093.83	36,915.79	176,178.04	87.75
Sioux City & Northern.....	432.58	1,967.17	2,399.75	2,232.85	4,632.60			65.00
Sioux City & Pacific.....	26,119.36	27,511.52	107,921.87	37,200.73	198,753.48	74,300.94	124,452.54	60.13
Sioux City & Pacific.....	34,658.34	27,365.81	130,755.14	21,891.80	214,669.09	116,425.23	98,243.86	51.37
Tabor & Northern.....	2,487.28	390.00	3,763.81	1,568.00	8,149.09			99.1
Wabash.....	54,032.42	52,185.80	148,317.53	19,226.34	274,662.09	91,554.02	183,108.07	150.58
NARROW GAUGE ROADS.								
Burlington & Northwestern.....	22,443.14	3,473.92	75,250.57	5,016.91	106,184.54	23,092.24	83,092.30	68.40
Burlington & Western.....	20,154.46	12,523.42	34,179.76	5,937.86	73,795.50	34,939.84	38,855.66	100.2
Des Moines & Kansas City.....	20,072.88	27,611.00	16,053.14	7,061.71	70,798.73			71.69
Des Moines & Northwestern.....	73,500.63	10,513.08	55,581.30	31,491.66	171,087.27	49,385.12	121,702.15	79.45
Totals.....	4,323,141.55	2,536,236.16	9,331,467.36	2,005,292.23	28,639,392.77	5,971,681.11	12,412,696.36	2,119.58

\* No report for Iowa.

† From previous report.



## RENTALS PAID—ENTIRE LINE.

RAILROADS.	For lease of road.	For lease of other property.	Total.
Albia & Centerville			
Burlington, Cedar Rapids and Northern	24,500.00	1,550.00	26,050.00
Chicago, Burlington & Quincy	200,618.87		200,618.87
Chicago, Burlington & Kansas City	6,772.80		6,772.80
Kansas City, St. Jo. & Council Bluffs	20,000.00		20,000.00
St. Louis, Keokuk & Northwestern	161,668.08		161,668.08
Chicago, Ft. Madison & Des Moines			
Chicago, Iowa & Dakota			
Chicago, Milwaukee & St. Paul		224,973.75	224,973.75
Chicago & Northwestern		52,775.30	52,775.30
Chicago, Rock Island & Pacific	2,045,044.93		2,045,044.93
Chicago, St. Paul & Kansas City	16,279.14	243,412.58	259,691.72
Chicago, St. Paul, Minneapolis & Omaha		90,739.26	90,739.26
Chicago, Santa Fe & California	90,000.00	547,705.43	637,705.43
Crooked Creek	2,460.46		2,460.46
Des Moines & Northern	11,346.31	18,272.53	29,618.84
Des Moines Union			
Dubuque & Sioux City	113,370.00		113,370.00
Humeston & Shenandoah	12,000.00		12,000.00
Iowa Central	37,222.50	18,661.50	55,884.00
Iowa Northern			
Keokuk & Western		3,500.00	3,500.00
Mason City & Ft. Dodge			
Minneapolis & St. Louis		65,360.62	65,360.62
Omaha & St. Louis		11,940.68	11,940.68
Prairie du Chien & McGregor			
Sioux City & Northern			
Sioux City & Pacific			
Tabor & Northern			
Wabash	61,300.00	438,442.60	499,742.60
NARROW GAUGE ROADS.			
Burlington & Northwestern			
Burlington & Western			
Des Moines & Kansas City			
Des Moines & Northwestern			
Totals	\$ 2,802,583.09	\$ 1,714,433.05	\$ 4,517,016.14

## COMPILATION OF RETURNS.

TABLE NO. XIV.—EARNINGS FROM OPERATION.

STATE OF IOWA.

RAILROADS.	Passenger Revenue.	Mail.	Express.	Excess baggage and storage.	Other items.	Total passenger revenue.
Albia & Centerville	4,621.71	1,048.85	104.37			5,774.93
Burlington, Cedar Rapids & N.	710,292.75	70,973.72	53,066.16			834,332.63
Chicago, Burlington & Quincy						1,263,767.34
Chicago, Burlington & Kansas City						15,761.00
Kansas City, St. Jo. & C. R.						106,066.30
St. Louis, Keokuk & N. W.						92,374.00
Chicago, Ft. Madison & Des M.						7,654.00
Chicago, Iowa & Dakota	5,520.65	1,771.02	340.52			7,632.19
Chicago, Milwaukee & St. Paul	7,377.00	1,126.56	441.26			8,944.82
Chicago & Northwestern	1,716,797.21	247,882.22	164,000.08			2,128,679.51
Chicago, Rock Island & Pacific	1,097,267.35	167,068.94	99,361.30			1,363,697.59
Chicago, St. Paul & Kansas City						1,709,848.74
Chicago, St. Paul, Minn. & O.						339,616.07
Chicago, Santa Fe & California	400,008.86	34,125.32	34,475.50	6,020.30	1,907.40	476,937.38
Crooked Creek	169,993.72	10,315.00	6,864.59	3,590.75		176,694.16
Des Moines & Northern	28,645.81	1,647.95	4,789.52	270.57	2.45	34,747.33
Des Moines Union	611.72	737.24	30.00			1,378.96
Dubuque & Sioux City	21,354.88	2,398.06	1,080.00			25,832.94
Humeston & Shenandoah	643,090.80	63,350.45	36,579.30			743,020.55
Iowa Central	30,497.30	6,784.52	2,712.00			39,993.82
Iowa Northern	242,880.19	30,014.90	11,297.56	2,458.30	667.92	287,413.87
Keokuk & Western	2,313.29					2,313.29
Mason City & Ft. Dodge	43,713.28	4,427.30	4,131.00	870.37		53,141.95
Minneapolis & St. Louis	37,812.30	3,972.00	968.00	719.31		43,471.61
Omaha & St. Louis	58,911.30	17,733.24	9,010.30	1,110.63	350.04	87,122.51
Prairie du Chien & McGregor	62,380.58	8,241.72	4,187.99	288.13	194.07	75,292.49
Sioux City & Northern	28,920.73	4,967.75	518.03	247.65		34,654.16
Sioux City & Pacific	295,094.66	18,297.46	7,010.67	4,211.54	253.75	325,828.10
Tabor & Northern	2,933.75	402.12	159.88			3,555.75
Wabash	51,132.37	10,267.34	3,000.00		412.35	65,711.96
NARROW GAUGE ROADS.						
Burlington & Northwestern						17,086.68
Burlington & Western						18,876.86
Des Moines & Kansas City						44,789.73
Des Moines & Northwestern						58,080.00
Totals	\$ 6,277,484.95	\$ 741,185.09	\$ 461,754.69	\$ 91,536.03	\$ 95,086.31	\$ 7,667,007.07

\* No report for Iowa.

† Taken from previous report.

‡ Estimated on mileage basis of entire line.



TABLE No. XIV—EARNINGS FROM OPERATION—CONTINUED.  
STATE OF IOWA.

RAILROADS.	FREIGHT EARNINGS.					Other earnings from operation in Iowa.	Total gross earnings from operation in Iowa.	Total gross earnings from operation—entire line.
	Freight revenue.	Stock yards.	Elevators.	Other items.	Total freight earnings.			
Albia & Centerville.....	\$ 13,547.59				13,547.59		19,322.55	19,322.55
Burlington, Cedar Rapids & Northern.....	2,462,946.26				2,462,946.26	4,200.00	3,310,478.89	3,504,561.42
Chicago, Burlington & Quincy.....					22,441,687.16		76,274,348.23	25,832,605.28
Chicago, Burlington & Kansas City.....					83,866.09		105,897.68	353,402.56
Kansas City, St. Jo. & Council Bluffs.....					174,949.84		303,619.41	1,886,942.13
St. Louis, Keokuk & Northwestern.....					243,146.00		68,114.79	1,547,156.35
Chicago, Fort Madison & Des Moines.....	17,357.47			50.60	17,397.07	480.00	25,051.16	25,051.16
Chicago, Iowa & Dakota.....	32,072.61				32,072.61		41,501.38	41,501.38
Chicago, Milwaukee & St. Paul.....	5,161,801.29	22,654.12	32,508.51		5,217,063.83	48,028.00	7,501,489.12	27,629,704.18
Chicago & Northwestern.....	5,231,780.71			660.61	5,232,441.32	11,715.85	7,212,720.03	28,090,517.95
Chicago, Rock Island & Pacific.....					43,515,529.42		8,524,426.88	17,278,942.81
Chicago, St. Paul & Kansas City.....	1,373,723.14				1,373,723.14	20,318.34	1,394,041.48	4,290,369.26
Chicago, St. Paul, Minneapolis & Omaha.....	369,481.31			113.99	369,595.30		545,956.62	7,125,707.24
Chicago, Santa Fe & California.....	151,627.32	2,900.64		528.37	155,056.33	2,132.00	191,909.98	5,218,691.73
Crooked Creek.....	102,958.82				102,958.82	6,047.15	18,427.14	18,427.14
Des Moines & Northern.....	1,741,405.06			351.00	1,741,756.06	31,606.51	2,537,305.51	2,553,605.09
Dubuque & Sioux City.....	133,218.34				133,218.34	1,708.45	174,929.61	174,929.61
Humeston & Shenandoah.....	1,054,597.70				1,054,581.70	2,405.50	1,344,495.56	1,699,742.52
Iowa Central.....	9,899.38				9,899.38		12,212.07	12,212.07
Iowa Northern.....	123,464.89				123,464.83	23,316.24	199,023.22	392,006.32
Keokuk & Western.....	79,158.79				79,158.79		112,231.05	112,231.05
Mason City & Fort Dodge.....	245,143.00				245,143.00	3,213.00	335,478.01	1,692,902.35
Minneapolis & St. Louis.....	177,365.14				177,365.14		242,857.63	525,587.28
Omaha & St. Louis.....							7,127.34	57,018.75
Prairie du Chien & McGregor.....	290,515.21				290,515.21	5,971.69	330,531.06	408,004.02
Sioux City & Northern.....	173,598.02			546.00	174,144.02	8,323.01	417,896.03	506,100.11
Sioux City & Pacific.....	4,663.89				4,663.89		8,219.64	8,219.64
Tabor & Northern.....							482,043.45	559,960.12
Union Pacific.....	112,161.10			1,237.08	113,398.18		179,110.14	13,028,287.76
Wabash.....							67,501.90	67,501.90
NARROW GAUGE ROADS.								
Burlington & Northwestern.....	49,513.22				49,513.22		72,434.05	72,434.05
Burlington & Western.....	53,434.19				53,434.19	123.00	98,754.56	103,921.62
Des Moines & Kansas City.....	53,191.99				53,191.99	772.84	215,372.18	215,372.18
Des Moines & Northwestern.....	155,715.03				155,715.03	876.25		
Totals.....	\$ 19,374,262.22	\$ 25,560.76	\$ 32,508.51	\$ 3,476.65	\$ 25,903,722.72	\$ 172,634.30	\$ 43,102,390.35	\$ 145,182,654.51

\* Estimated on mileage basis of entire line.

+ Taken from previous report.

TABLE No. XV—EMPLOYES AND SALARIES—STATE OF IOWA.

RAILROADS.	GENERAL OFFICERS.			GENERAL OFFICE CLERKS.			STATION AGENTS.			OTHER STATION MEN.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
Albia & Centerville.....							2	1,012.64	1.62	1	106.00	.34
Burlington, Cedar Rapids & Northern.....	15	49,074.63	10.45	76	45,297.27	1.92	149	85,359.12	1.86	180	74,976.00	1.65
Chicago, Burlington & Quincy.....	12	41,890.35	9.56	29	28,009.43	3.08	110	74,718.75	1.86	280	133,563.74	1.52
Chicago, Burlington & Kansas City.....							27	13,714.96	1.62			
Kansas City, St. Jo. & Council Bluffs.....	4	10,374.96	7.20	34	22,379.76	1.83	6	3,950.70	1.53			
St. Louis, Keokuk & Northwestern.....	4	3,190.37	5.09	1	899.67	2.77	6	3,690.00	1.28	26	13,956.00	1.40
Chicago, Fort Madison & Des Moines.....	12	3,200.00	5.11	2	852.49	2.21	5	2,104.00	1.12	3	1,035.86	1.11
Chicago, Iowa & Dakota.....	17	80,317.10	15.24	103	74,876.46	2.33	227	2,692.50	1.72	1	180.00	.58
Chicago, Milwaukee & St. Paul.....	2	6,600.00	10.54	10	15,349.63	4.90	175	162,511.51	2.28	272	164,834.90	1.93
Chicago & Northwestern.....							167	104,441.68	1.91	225	125,773.12	1.71
Chicago, Rock Island & Pacific.....							167	98,721.72	1.80	230	110,756.04	1.54
Chicago, St. Paul & Kansas City.....	2	3,600.00	4.93	4	2,818.00	1.72	74	43,694.90	1.62	39	18,167.30	1.24
Chicago, St. Paul, Minneapolis & Omaha.....							11	8,850.30	2.58	40	22,322.40	1.78
Chicago, Santa Fe & California.....							3	2,280.00	2.08	14	6,516.00	1.44
Crooked Creek.....	1	2,000.00	6.39	1	600.00	1.92	2	1,110.00	1.78			
Des Moines & Northern.....	3	3,405.00	3.63	1	570.00	1.82	2	5,280.00	2.11	3	797.32	.86
Dubuque & Sioux City.....	11	31,379.76	8.75	82	51,706.47	2.91	92	55,344.33	1.92	112	52,126.06	1.50
Humeston & Shenandoah.....	5	9,999.84	6.99	3	2,050.00	2.18	16	9,249.88	1.89	1	108.00	.63
Iowa Central.....	9	24,174.80	8.58	44	28,535.57	2.07	77	36,425.20	1.90	67	33,980.85	1.39
Iowa Northern.....	2	1,200.00	1.92									
Keokuk & Western.....	2	4,398.73	5.51	7	4,982.32	2.23	14	7,977.32	1.78	14	8,293.21	1.79
Mason City & Ft. Dodge.....	3	4,899.96	4.47	2	840.00	1.15	12	5,830.00	1.33			
Minneapolis & St. Louis.....	5	14,974.67	8.79	10	7,044.37	2.14	18	10,800.00	1.92	6	2,406.00	1.26
Omaha & St. Louis.....	1	3,880.80	8.93	6	4,922.06	2.62	12	7,380.45	1.65	6	3,338.76	1.37
Prairie du Chien & McGregor.....												
Sioux City & Northern.....	6	12,691.59	6.76	23	12,973.57	1.95	19	9,942.73	1.90	18	4,741.94	1.53
Sioux City & Pacific.....				5	3,205.91	2.01	14	10,800.00	2.46	41	24,809.09	1.93
Tabor & Northern.....	6	375.00										
Union Pacific.....												
Wabash.....												
NARROW GAUGE ROADS.												
Burlington & Northwestern.....	3	1,750.00	3.73	5	957.45	1.22	9	4,079.75	1.62	1	150.00	.48
Burlington & Western.....	3	1,750.00	3.73	5	957.45	1.22	15	6,263.46	1.43			
Des Moines & Kansas City.....	2	1,330.00	4.16	3	1,558.66	1.63	14	4,500.00	.89	2	627.00	.98
Des Moines & Northwestern.....	6	7,100.00	3.78	3	1,800.00	1.91	19	7,800.00	1.31			
Totals.....	124	323,557.56		459	313,156.54		1,311	789,883.96		1,572	803,586.19	

\* See explanatory note in company's report.

+ No report for Iowa.



TABLE No. XV—CONTINUED.

RAILROADS.	ENGINEMEN.			FIREMEN.			CONDUCTORS.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
Albia & Centerville.....	100	107,406.00	360	110	70,065.00	225	78	71,634.80	310
Burlington, Cedar Rapids & Northern.....	177	195,202.55	302	174	107,079.96	168	126	127,933.05	278
Chicago, Burlington & Quincy.....	11	12,015.00	348	11	8,759.60	167	11	8,423.17	245
Chicago, Burlington & Kansas City.....	2	2,460.10	337	2	1,365.10	187	6	6,911.87	320
Kansas City, St. Jo. & Council Bluffs.....	8	9,613.21	334	7	4,948.34	197	1	633.26	199
St. Louis, Keokuk & Northwestern.....	1	746.42	238	1	511.48	163	1	600.00	192
Chicago, Ft. Madison & Des Moines.....	2	1,620.00	492	1	600.00	192	1	600.00	192
Chicago, Iowa & Dakota.....	223	265,408.76	363	237	167,984.23	226	179	178,795.55	320
Chicago, Milwaukee & St. Paul.....	274	305,150.79	356	308	208,158.40	210	213	204,050.37	306
Chicago & Northwestern.....	183	247,914.36	410	204	152,851.08	239	132	141,162.12	341
Chicago, Rock Island & Pacific.....	57	70,140.70	396	57	44,132.30	212	40	44,759.98	307
Chicago, St. Paul & Kansas City.....	18	19,751.00	351	18	12,142.79	216	10	11,366.30	363
Chicago, St. Paul, Minneapolis & Omaha.....	93	107,121.60	505	129	77,095.80	232	39	45,646.56	308
Chicago, Santa Fe & California.....	1	960.00	306	1	480.00	153	1	570.00	182
Crooked Creek.....	3	3,687.43	372	3	1,843.71	186	3	2,424.71	243
Des Moines & Northern.....	67	74,228.27	355	74	43,780.75	187	54	56,068.21	329
Dubuque & Sioux City.....	5	6,602.13	407	5	3,817.73	232	5	4,903.47	298
Humeston & Shenandoah.....	44	61,417.44	382	44	35,212.67	219	34	38,103.83	307
Iowa Central.....	1	840.00	268	1	540.00	172	1	540.00	172
Iowa Northern.....	6	7,728.49	403	6	4,693.12	245	4	4,226.16	331
Keokuk & Western.....	3	3,504.00	373	3	2,331.77	248	3	2,339.28	249
Mason City & Ft. Dodge.....	10	11,737.60	375	10	6,886.40	220	8	8,138.00	325
Minneapolis & St. Louis.....	14	11,344.98	346	18	6,325.08	213	11	7,145.77	301
Omaha & St. Louis.....	13	11,068.14	346	13	7,157.59	213	8	6,360.80	301
Prairie du Chien & McGregor.....	14	18,164.43	415	17	12,984.13	244	8	8,866.02	354
Sioux City & Northern.....	1	720.00	240	1	420.00	134	1	420.00	134
Sioux City & Pacific.....									
Tabor & Northern.....									
Union Pacific.....									
Wabash.....									
NARROW GAUGE ROADS.									
Burlington & Northwestern.....	1	818.20	261	1	481.15	153	1	501.20	189
Burlington & Western.....	7	3,409.50	150	9	2,284.06	81	6	2,629.00	140
Des Moines & Kansas City.....	5	3,960.00	250	4	2,280.00	143	4	2,280.00	178
Des Moines & Northwestern.....	7	5,964.47	272	8	3,578.69	143	5	4,140.00	264
Totals.....	1,371	\$1,577,515.73	1,477	987,991.97	993	991,644.47			

TABLE XV—EMPLOYEES AND SALARIES—CONTINUED.

STATE OF IOWA.

RAILROADS.	OTHER SHOPMEN.			SECTION FOREMEN.			OTHER TRACKMEN.			SWITCHMEN, FLAGMEN, AND WATCHMEN.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
Albia & Centerville.....	390	185,475.00	1.50	151	75,379.20	1.60	693	227,500.00	1.25	63	36,064.00	2.00
Burlington, Cedar Rapids & Northern.....	887	470,039.64	1.70	163	91,879.82	1.54	671	222,917.80	1.06	147	94,237.32	1.75
Chicago, Burlington & Quincy.....	11	5,029.53	1.46	31	15,306.50	1.58	76	26,287.14	1.10			
Chicago, Burlington & Kansas City.....	10	4,350.70	1.39	10	5,039.30	1.61	51	16,691.52	1.04			
Kansas City, St. Joseph & Council Bluffs.....	66	27,929.84	1.31	12	5,953.50	1.38	44	15,209.77	1.11	5	3,190.51	1.77
St. Louis, Keokuk & Northwestern.....												
Chicago, Ft. Madison & Des Moines.....	1	540.00	1.73	3	1,680.00	1.78	17	6,714.72	1.35	2	480.00	1.22
Chicago, Iowa & Dakota.....	624	362,105.97	1.83	344	196,519.41	1.83	940	378,179.90	1.29	309	197,681.43	2.04
Chicago, Milwaukee & St. Paul.....	323	264,070.50	1.61	214	119,024.93	1.78	826	334,899.91	1.30	157	101,759.78	2.07
Chicago & Northwestern.....	443	244,416.40	1.60	198	115,068.00	1.89	957	437,102.80	1.14	160	100,029.40	1.80
Chicago, Rock Island & Pacific.....	58	40,432.20	2.23	73	39,665.50	1.49	212	77,296.06	1.16	30	15,505.30	2.29
Chicago, St. Paul & Kansas City.....	5	4,023.42	2.57	12	7,058.79	1.88	52	25,975.65	1.47	21	16,239.02	2.47
Chicago, St. Paul, Minneapolis & Omaha.....	232	196,770.60	1.64	98	20,335.92	1.55	29	9,284.00	1.20	12	10,753.64	2.72
Chicago, Santa Fe & California.....	1	480.00	1.31	2	960.00	1.53	3	802.35	1.25			
Crooked Creek.....												
Des Moines & Northern.....												
Dubuque & Sioux City.....	182	78,156.91	1.77	108	57,049.50	1.69	447	174,947.17	1.23	53	30,338.31	1.81
Humeston & Shenandoah.....	15	7,946.81	1.72	18	9,718.34	1.72	45	15,732.53	1.12	1	471.00	1.65
Iowa Central.....	150	82,528.50	1.76	57	27,350.00	1.53	394	71,723.80	1.12	19	12,150.98	2.04
Iowa Northern.....												
Keokuk & Western.....	22	11,159.57	1.50	13	6,854.40	1.72	41	12,932.68	1.01	3	2,293.80	2.23
Mason City & Ft. Dodge.....	11	4,805.04	1.39	15	8,100.00	1.48	26	8,828.61	1.10			
Minneapolis & St. Louis.....	15	6,338.25	1.35	27	14,580.00	1.72	54	21,127.50	1.25	4	3,060.00	2.44
Omaha & St. Louis.....	26	11,933.72	1.57	11	6,181.56	1.78	43	14,338.47	1.12	6	4,318.78	2.41
Prairie du Chien & McGregor.....												
Sioux City & Northern.....	40	15,777.55	1.85	12	8,820.08	1.57	24	9,695.44	1.25	22	7,630.15	2.01
Sioux City & Pacific.....	190	96,635.69	1.63	14	7,200.60	1.64	45	18,348.82	1.30	39	19,853.54	2.11
Tabor & Northern.....				1	420.00	1.34	2		1.15	1	175.00	1.34
Wabash.....												
NARROW GAUGE ROADS.												
Burlington & Northwestern.....	19	8,336.20	1.89	6	3,630.00	1.93	42	9,647.80	1.24	1	540.00	1.72
Burlington & Western.....				12	5,855.00	1.70	44	10,704.95	1.32			
Des Moines & Kansas City.....	5	3,960.00	2.50	12	6,384.00	1.43	28	11,172.00	1.25			
Des Moines & Northwestern.....				17	8,160.00	1.53	70	22,516.18	1.03			
Totals.....	3926	2,063,292.67	1.587	866,872.70	5718	2,088,982.15	1037	647,241.71				

\* No report for Iowa.



TABLE NO. XV—EMPLOYEES AND SALARIES—CONTINUED.  
STATE OF IOWA.

RAILROADS.	OTHER TRAIN MEN.			MACHINISTS.			CARPENTERS.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
Albia & Centerville	167	88,612.65	1.86	70	48,982.50	2.25	146	84,080.70	1.00
Burlington, Cedar Rapids & Northern	256	142,616.06	1.52	157	125,447.57	2.55	276	173,123.50	2.00
Chicago, Burlington & Quincy	21	8,814.72	1.32	1	1,017.25	3.25	19	9,204.16	1.55
Kansas City, St. Jo. & Council Bluffs	13	9,023.21	1.33	15	13,612.00	2.00	21	3,724.70	3.38
St. Louis, Keokuk & Northwestern	2	803.89	1.43	2	903.35	1.50	2	13,149.30	2.01
Chicago, Fort Madison & Des Moines	371	219,430.78	1.89	121	102,015.74	2.71	237	176,331.91	1.92
Chicago, Iowa & Dakota	435	269,481.20	1.90	133	88,135.83	2.12	196	125,316.47	2.04
Chicago & Northwestern	292	180,479.62	2.07	218	141,553.30	2.14	195	128,095.40	2.10
Chicago, Rock Island & Pacific	95	50,706.00	1.90	16	14,188.70	2.53	32	24,071.30	2.40
Chicago, St. Paul & Kansas City	25	15,853.04	2.03	71	48,137.57	2.17	60	33,883.18	1.80
Chicago, St. Paul, Minneapolis & Omaha	194	51,503.25	2.19	89	46,807.20	1.94	38	21,367.60	2.07
Crooked-Creek	1	1,078.41	1.29	1	1,078.41	1.29	1	2,653.08	2.39
Des Moines & Northern	2	84,587.46	2.20	2	10,301.00	2.58	4	29,721.00	2.36
Dubuque & Sioux City	121	5,218.82	1.79	26	3,434.20	2.03	15	8,891.80	1.95
Huron & Shenandoah	66	44,747.42	1.83	38	25,127.60	2.11	38	21,463.25	1.81
Iowa Central	9	4,910.28	1.81	3	2,303.43	2.50	14	9,080.00	2.17
Keokuk & Western	4	2,033.92	2.00	3	2,033.92	2.00	4	2,044.32	1.93
Mason City & Fort Dodge	17	10,642.00	2.00	2	1,784.10	2.83	6	4,307.50	2.40
Minneapolis & St. Louis	32	10,048.26	1.65	9	6,584.98	2.60	1	1,050.01	2.28
Omaha & St. Louis	16	6,853.15	1.65	11	5,000.51	2.35	10	4,322.05	1.96
Prairie du Chien & McGregor	17	10,700.12	2.01	51	32,356.88	2.63	67	38,431.17	1.83
Sioux City & Northern	1	300.20	1.27	3	2,037.95	2.13	3	1,916.95	2.13
Sioux City & Pacific	3	3,637.77	1.94	6	4,788.00	2.50	8	5,472.00	2.00
Tabor & Northern	13	4,838.01	1.19	6	4,838.01	1.19	13	6,220.29	1.83
Wabash									
Totals	2,085	1,250,814.89	1.99	1,049	720,531.61	1.85	1,451	980,962.85	2.13

\* No report for Iowa.

TABLE NO. XV—EMPLOYEES AND SALARIES—STATE OF IOWA—CONTINUED.

RAILROADS.	TELEGRAPH OPERATORS AND DISPATCHERS.			ALL OTHER EMPLOYEES AND LABORERS.			Total including General officers—Low.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Whole number.	Total yearly compensation.	Average daily compensation.
Albia & Centerville	12	12,610.00	2.00	5	2,901.30	1.85	17	7,434.10	1.85
Burlington, Cedar Rapids & Northern	101	73,745.60	2.00	398	56,532.16	2.57	2,748	1,302,168.87	2.00
Chicago, Burlington & Quincy	9	2,740.00	2.91	11	5,008.63	1.63	202	2,117,008.01	2.00
Kansas City, St. Jo. & Council Bluffs	3	1,800.00	1.71	2	4,785.77	1.39	98	112,903.41	1.55
St. Louis, Keokuk & Northwestern	3	1,800.00	1.71	2	1,740.00	2.90	274	42,605.14	1.55
Chicago, Fort Madison & Des Moines	216	12,374.51	2.11	900	512,825.83	1.71	14,591.15	10,831.11	1.51
Chicago, Iowa & Dakota	124	80,680.40	2.08	253	175,539.92	1.91	39,599.71	17,360.71	1.71
Chicago & Northwestern	100	104,890.44	2.09	310	79,323.16	2.31	3,385,803.04	3,303,485.94	1.71
Chicago, Rock Island & Pacific	54	36,646.20	1.83	119	63,784.14	1.71	2,175,571.30	2,321,853.08	1.71
Chicago, St. Paul & Kansas City	10	5,948.20	1.90	87	46,331.87	1.70	604,022.09	975,885.74	1.71
Chicago, St. Paul, Minneapolis & Omaha	17	8,803.92	1.54	3	2,940.00	2.38	516,228.16	516,228.16	1.71
Crooked-Creek	2	1,335.00	1.42	1	385.30	1.28	8,410.23	6,410.23	1.71
Des Moines & Northern	53	29,504.01	1.71	131	84,804.00	1.68	32,240.94	28,535.94	1.71
Dubuque & Sioux City	12	1,890.00	2.16	4	1,892.00	1.73	953,250.25	921,516.49	1.71
Huron & Shenandoah	29	14,543.89	1.37	68	42,186.55	2.14	62,157.31	84,857.47	1.71
Iowa Central	12	1,422.00	1.72	3	3,357.38	4.27	3,129.00	1,920.00	1.71
Keokuk & Western	3	2,040.00	2.17	22	17,371.64	2.90	96,663.88	92,265.15	1.71
Mason City & Fort Dodge	3	2,040.00	2.17	3	1,037.20	1.34	49,753.25	49,753.25	1.71
Minneapolis & St. Louis	3	3,123.27	1.82	32	17,371.64	2.90	126,065.50	111,000.02	1.71
Omaha & St. Louis	15	2,578.10	1.76	3	1,037.20	1.34	119,286.19	115,517.30	1.71
Prairie du Chien & McGregor	9	4,809.06	1.71	10	12,659.87	2.53	319,784.43	319,784.43	1.71
Sioux City & Northern	1	300.20	1.27	3	2,037.95	2.13	170,466.44	170,466.44	1.71
Sioux City & Pacific	1	417.50	2.07	29	10,002.00	1.10	35,753.45	34,003.45	1.71
Tabor & Northern	3	1,587.24	1.90	6	2,788.97	1.48	37,919.56	36,169.56	1.71
Wabash							60,914.60	50,584.60	1.71
Totals	821	530,420.74	48.17	2,348	1,129,468.37	41.90	27,559	16,364,938.45	15,770,560.78

\*No report for Iowa. +From previous report.



TABLE No. XV—EMPLOYEES AND SALARIES, STATE OF IOWA—CONTINUED.

## DISTRIBUTION OF SAME.

RAILROADS.	General admin- istration.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	Total, includ- ing general officers, Iowa.	Total, exclud- ing general officers, Iowa.	Total, includ- ing general officers, entire line.
Albia & Centerville.....		\$ 6,198.05		\$ 1,226.14	\$ 7,424.19	\$ 7,424.19	\$ 7,424.19
Burlington, Cedar Rapids & Northern.....	94,371.90	433,687.60	289,961.10	534,148.27	1,352,168.87	1,303,094.24	1,434,038.12
Chicago, Burlington & Quincy.....	69,899.78	506,672.84	614,337.93	967,967.81	2,158,988.36	2,117,098.01	11,484,217.69
Chicago, Burlington and Kansas City.....		67,369.60	5,029.53	40,394.28	112,903.41	112,903.41	
Kansas City, St. Jo. & Council Bluffs.....		26,426.50	9,092.65	7,175.90	42,695.14	42,695.14	
St. Louis, Keokuk & Northwestern.....	32,754.72	28,745.88	50,308.04	51,680.23	163,488.87	153,113.91	503,680.08
Chicago, Ft. Madison & Des Moines.....	4,060.04	3,411.70	993.35	6,426.06	14,891.15	10,831.09	14,891.15
Chicago, Iowa & Dakota.....	4,052.49	8,874.72	1,140.09	6,532.50	20,599.71	17,399.71	20,599.71
Chicago, Milwaukee & St. Paul.....	206,459.86	851,175.03	730,992.27	1,583,695.88	3,383,803.04	3,303,485.94	12,463,362.94
Chicago & Northwestern.....	14,149.67	656,336.61	226,542.10	1,631,404.70	2,528,433.08	2,521,833.08	11,743,005.13
Chicago, Rock Island & Pacific.....		478,678.52	532,573.28	1,162,321.40	2,173,573.20	2,173,573.20	6,860,638.92
Chicago, St. Paul & Kansas City.....	12,936.24	165,350.36	77,016.00	349,360.08	604,662.68	601,062.68	1,734,124.89
Chicago, St. Paul, Minneapolis & Omaha.....					275,885.74	275,885.74	3,077,036.25
Chicago, Santa Fe & California.....	900.00	31,739.92	176,945.40	306,722.84	516,328.16	516,328.16	1,633,032.12
Crooked Creek.....					8,410.23	8,410.23	8,410.23
Des Moines & Northern.....	3,975.00	11,270.70	618.00	16,377.24	32,240.94	28,835.94	32,240.94
Dubuque & Sioux City.....	83,086.23	231,991.67	127,079.93	511,072.42	953,230.25	921,850.49	968,774.26
Humeston & Shenandoah.....	8,669.84	32,472.73	13,368.65	37,746.09	92,157.31	84,857.47	92,157.31
Iowa Central.....	52,710.37	138,703.77	101,887.25	306,402.96	599,704.35	575,529.55	732,064.11
Iowa Northern.....					3,120.00	1,920.00	
Keokuk & Western.....	9,381.05	24,429.46	20,593.09	42,250.20	96,653.88	92,265.16	180,912.06
Mason City & Ft. Dodge.....	5,739.96	17,439.69	9,304.68	17,278.92	49,763.25	44,863.29	49,763.25
Minneapolis & St. Louis.....	22,019.04	40,214.70	8,122.35	55,799.50	126,095.59	111,090.92	616,397.53
Omaha & St. Louis.....	8,802.86	27,674.46	20,793.93	62,126.94	119,398.19	115,517.39	258,437.65
Prairie du Chien & McGregor.....							
Sioux City & Northern.....	25,665.16	22,003.73	15,129.30	60,783.36	124,491.55	111,709.96	145,381.87
Sioux City & Pacific.....	7,852.83	38,243.08	99,568.44	174,120.08	319,784.43	319,784.43	378,070.44
Tabor & Northern.....					2,530.00	2,155.00	
Wabash.....					\$ 170,496.44	\$ 170,496.44	5,609,777.38
NARROW GAUGE ROADS.							
Burlington & Northwestern.....	2,707.45	14,235.30	12,291.10	6,519.60	35,753.45	34,003.45	35,753.60
Burlington & Western.....	2,707.45		16,549.95	18,642.18	37,919.58	36,169.58	37,919.58
Des Moines & Kansas City.....	2,888.06	29,241.00	13,167.00	15,618.00	60,914.66	59,584.66	62,720.70
Des Moines & Northwestern.....	8,900.00	36,902.47	2,782.87	27,858.41	76,449.75	69,349.75	76,449.75
Total.....	\$ 680,690.60	\$ 3,890,700.18	\$ 3,185,214.19	\$ 8,003,382.68	\$ 16,264,909.45	\$ 15,943,212.31	\$ 60,301,251.95

\* Cannot give these items

† No answer for these items.

‡ No report for Iowa.

§ From previous report.

TABLE No. XVI—PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF IOWA.

RAILROADS.	PASSENGER TRAFFIC.									
	Number of pas- sengers carried earning revenue.	Number of pas- sengers car- ried one mile.	Average dis- tance car- ried.	Total passen- ger revenue.	Average amount re- ceived from each passen- ger.	Average re- ceipts per passenger per mile.	Estimated cost of carrying each passen- ger one mile.	Total passen- ger earnings.	Passenger earnings per mile of road.	Passenger earnings per train mile.
Albia & Centerville.....	4,847	131,830	16.8	\$ 4,621.71	\$ .588	\$ .03506	\$ .5417	\$ 5,774.96	\$ 230.62	\$ 1,198.12
Burlington, Cedar Rapids & N.....	542,237	28,589,009	52.71	710,292.75	1.309	.02484	.2905	843,322.63	941.88	7,799.4
Chicago, Burlington & Quincy.....								\$1,263,767.34		
Chicago, Bur. & Kansas City.....								\$35,761.00		
Kansas City, St. Jo. & C. B.....								\$106,995.20		
St. Louis, K. & Northwestern.....								\$92,374.00		
Chicago, Ft. Madison & Des M.....	10,672	147,300	14.	5,530.65	.519	.03707	.3381	7,654.09	179.09	2,717.1
Chicago, Iowa & Dakota.....	18,697	238,933	12.709	7,377.99	.394	.03083	.3887	8,947.81	337.65	1,027.07
Chicago, Milwaukee & St. P.....	2,150,071	71,282,624	33.15	1,716,795.21	.798	.02408	.2168	2,236,466.69	1,444.54	1,097.51
Chicago & Northwestern.....	1,465,602	67,023,153	45.73	1,667,367.23	1.137	.02487	.2273	1,968,562.86	1,692.48	974.40
Chicago, R. I. & Pacific.....								\$1,759,848.74		
Chicago, St. P. & Kan. City.....	347,078	29,032,520	57.73	460,058.86	1.325	.02297	.1962	536,616.07	1,185.71	971.15
Chicago, St. P., Minn. & Omaha.....	121,228	5,923,923	48.87	149,963.72	1.237	.02532	.2621	176,664.16	1,771.07	1,032.48
Chicago, Santa Fe & Cal.....	82,143	1,314,288	15.85	28,645.81	.348	.02180	.2404	34,747.33	1,749.61	7,861.4
Crooked Creek.....								1,398.96		
Des Moines & Northern.....	34,351	789,286	23.	21,348.88	.623	.02719	.3764	25,267.92	697.25	554.75
Dubuque & Sioux City.....	748,437			643,099.80	.859			763,942.94	1,332.67	892.12
Humeston & Shenandoah.....	45,195	1,204,268	26.6	30,497.30	.674	.09332	.3193	39,960.82	419.00	548.06
Iowa Central.....	372,061	9,602,381	25.8	242,880.13	.652	.02320	.2504	287,418.27	719.83	749.97
Iowa Northern.....	18,506	64,771	3.5	2,313.29	.125	.03541		2,313.29	300.10	239.05
Keokuk & Western.....	83,091	1,614,122	19.5	43,713.28	.526	.02711	.3815	53,142.15	704.19	565.13
Mason City & Ft. Dodge.....	48,819	939,579	19.	27,812.35	.569	.02960	.4049	33,072.26	339.48	607.08
Minneapolis & St. Louis.....	95,386	2,200,807	23.1	58,911.30	.617	.02677	.3771	87,122.01	616.13	94.803
Omaha & St. Louis.....	57,058	2,189,050	38.36	52,580.58	.92	.02402	.1810	65,492.49	977.50	1,335.40
Prairie du Chien & McGregor.....										
Sioux City & Northern.....	39,258	1,271,946	32.37	28,460.63	.724	.02237	.5842	34,044.16	442.13	2,882.4
Sioux City & Pacific.....	206,718	8,254,974	39.93	205,094.68	.995	.02492	.1248	234,428.10	2,925.66	1,342.17
Tabor & Northern.....	8,472	67,776	8.	2,933.75	.348	.04538		3,553.65	392.23	
Wabash.....								65,711.05		
NARROW GAUGE ROADS.										
Burlington & Northwestern.....	34,664	254,310		14,171.85	.408			17,088.68	342.64	1,225.96
Burlington & Western.....	24,262	457,773		13,455.28	.554			18,876.86	26.69	2,742.0
Des Moines & Kansas City.....	42,901	1,160,390	27.04	39,117.12	.911	.03370		44,789.73	429.90	587.00
Des Moines & Northwestern.....	67,907	1,819,827	26.798	48,235.74	.711	.02550	.2713	58,680.90	514.74	653.10
Total.....	6,609,650	226,570,930		\$6,225,920.80				\$10,915,693.13		

\* Unable to make any report for Iowa.

† No report for Iowa.

‡ Estimated on mileage basis of entire line.



TABLE No. XVI.—PASSENGER AND FREIGHT AND TRAIN MILEAGE, STATE OF IOWA—CONTINUED.

RAILROADS.	FREIGHT TRAFFIC.									
	Number of tons carried of freight earn- ing revenue.	Number of tons carried one mile.	Average dis- tance haul of one ton— miles.	Total freight revenue.	Av. amount re- ceived for each ton of freight.	Average re- ceipts per ton per mile.	Estimated cost of carrying one ton one mile.	Total freight earnings.	Freight earn- ings per mile of road.	Freight earn- ings per train mile.
Albia & Centerville.....	91,585	1,420,305	15.5	\$ 13,547.59	14.7	\$ .00 954	\$ .01 558	\$ 13,547.59	\$ 562.14	\$ .93.6
Burlington, Cedar Rapids & Northern.....	1,050,744	213,189,336	141.208	2,462,946.26	1.631	.01 155	.00 786	2,462,946.26	2,750.75	1,32.6
Chicago, Burlington & Quincy.....	3,956,250	.....	.....	.....	.....	.....	.....	83,860.09	.....	.....
Chicago, Burlington & Kansas City.....	.....	.....	.....	.....	.....	.....	.....	174,949.84	.....	.....
Kansas City, St. Jo. & Council Bluffs.....	150,490	.....	.....	.....	.....	.....	.....	242,146.00	.....	.....
St. Louis, Keokuk & Northwestern.....	.....	.....	.....	.....	.....	.....	.....	17,397.07	386.60	.....
Chicago, Ft. Madison & Des Moines.....	10,877	297,345	27	17,357.47	1.505	.05 910	.03 107	32,072.61	1,210.28	1,22.3
Chicago, Iowa & Dakota.....	25,506	247,186	13.611	32,072.61	1.257	.00 237	.....	5,217,053.83	3,309.80	1,53.9
Chicago, Milwaukee & St. Paul.....	2,832,795	514,674,932	19.232	5,161,801.20	1.828	.01 003	.00 630	5,202,441.32	4,498.62	1,16.9
Chicago & Northwestern.....	2,830,303	504,706,972	210	5,231,780.71	1.849	.00 880	.00 551	3,515,329.42	.....	.....
Chicago, Rock Island & Pacific.....	1,080,848	185,716,320	171.8	1,373,723.14	1.271	.00 740	.00 628	1,373,723.14	2,907.50	1,43.8
Chicago, St. Paul & Kansas City.....	214,323	24,116,465	130.19	309,481.31	1.723	.01 083	.00 631	369,595.50	3,705.22	1,02.6
Chicago, St. Paul, Minneapolis & Omaha.....	710,080	14,002,777	19.72	151,027.32	21.3	.01 083	.00 818	155,062.33	7,807.77	1,49.6
Chicago, Santa Fe & California.....	.....	.....	.....	.....	.....	.....	.....	9,582.07	.....	.....
Crooked Creek.....	32,683	.....	.....	.....	.....	.....	.....	102,958.82	2,474.37	3,61.3
Des Moines & Northern.....	72,419	1,653,093	23	102,958.82	1.421	.06 225	.05 091	1,741,756.06	3,638.44	1,45.3
Dubuque & Sioux City.....	996,246	.....	.....	1,741,405.06	1.947	.....	.....	153,218.34	1,305.68	1,24.2
Humeston & Shenandoah.....	136,232	9,308,115	74.4	133,218.34	1.055	.01 417	.00 964	1,064,581.70	2,608.15	1,13.0
Iowa Central.....	1,012,137	109,547,546	107	1,554,507.70	1.041	.00 962	.00 836	9,899.38	1,669.52	98.9
Iowa Northern.....	65,905	230,982	3.5	9,899.38	15.0	.04 285	.....	123,464.83	1,636.01	1,98.9
Keokuk & Western.....	172,179	8,558,310	49	123,464.83	71.7	.01 442	.00 811	79,158.79	800.42	1,53.2
Mason City & Fort Dodge.....	96,319	2,815,542	29.23	79,158.79	82.8	.02 833	.01 306	245,143.00	1,733.68	1,42.3
Minneapolis & St. Louis.....	304,923	17,044,589	55.9	245,143.00	80.3	.01 438	.00 913	177,365.14	2,647.23	99.2
Omaha & St. Louis.....	231,750	25,375,411	51	177,365.14	76.4	.00 698	.00 698	.....	.....	.....
Prairie du Chien & McGregor.....	.....	.....	.....	.....	.....	.....	.....	290,515.21	3,002.79	2,78.7
Sioux City & Northern.....	213,547	16,090,483	75.2	294,445.85	1.378	.01 883	.00 775	174,144.92	2,164.09	1,43.1
Sioux City & Pacific.....	371,921	13,672,547	37	173,598.92	46.7	.01 369	.00 718	4,663.89	514.77	.....
Tabor & Northern.....	4,659	37,272	8	.....	.....	.....	.....	113,398.18	.....	.....
Wabash.....	273,240	.....	.....	.....	.....	.....	.....	49,513.22	943.29	4,30.4
NARROW GAUGE ROADS.										
Burlington & Northwestern.....	.....	.....	.....	49,513.22	.....	.....	.....	53,434.19	755.50	72.5
Burlington & Western.....	.....	.....	.....	53,434.19	.....	.....	.....	53,191.99	499.92	80.4
Des Moines & Kansas City.....	30,215	1,895,916	62.78	53,191.99	17.3	.02 800	.....	155,715.03	1,365.92	1,58.5
Des Moines & Northwestern.....	102,907	4,188,314	40	155,715.03	1.513	.03 717	.02 906	.....	.....	.....
Totals.....	10,996,322	1,758,850,458	.....	\$ 19,261,357.87	.....	.....	.....	\$ 25,063,722.72	\$55,408.35	.....

† No report for Iowa.

‡ Estimated on mileage basis of entire line.

TABLE XVI.—PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF IOWA—CONTINUED.

RAILROADS.	PASSENGER AND FREIGHT TRAFFIC.									
	Pas- senger and freight revenue.	Same per mile of road.	Pas- senger and freight earnings.	Same per mile of road.	Gross earnings from opera- tion.	Same per mile of road.	Expenses.	Expenses per mile of road.	Net earnings per mile of road.	Net earnings per train mile.
Albia & Centerville.....	\$ 18,100.30	753.91	\$ 19,332.55	801.76	\$ 19,322.55	801.76	\$ 29,273.82	1,214.68	\$ 1,030.97	\$ 1,214.68
Burlington, Cedar Rapids & Northern.....	3,173,299.61	3,544.05	3,306,278.89	3,692.63	3,310,478.89	3,697.33	2,293,225.07	2,561.20	1,035.43	1,035.43
Chicago, Burlington & Quincy.....	.....	.....	3,705,454.50	.....	6,274,348.20	.....	.....	.....	.....	.....
Chicago, Burlington & Kansas City.....	.....	.....	119,627.09	.....	165,897.68	.....	.....	.....	.....	.....
Kansas City, St. Jo. & Council Bluffs.....	.....	.....	281,945.04	.....	303,619.41	.....	.....	.....	.....	.....
St. Louis, Keokuk & Northwestern.....	.....	.....	334,520.00	.....	68,114.79	.....	.....	.....	.....	.....
Chicago, Ft. Madison & Des Moines.....	22,879.12	508.42	25,051.16	556.69	25,051.16	556.69	20,163.24	448.07	408.55	448.07
Chicago, Iowa & Dakota.....	20,450.60	1,488.70	41,020.42	1,547.97	41,501.38	1,622.60	37,150.22	1,402.12	405.48	1,402.12
Chicago, Milwaukee & St. Paul.....	6,878,568.41	4,443.01	7,453,460.52	4,814.34	7,501,489.12	4,845.37	4,787,075.32	3,002.46	1,838.91	1,838.91
Chicago & Northwestern.....	6,809,147.94	5,931.58	7,201,004.18	6,191.11	7,212,720.03	6,201.18	4,799,672.56	4,126.54	2,084.58	2,084.58
Chicago, Rock Island & Pacific.....	.....	.....	5,275,378.16	.....	8,524,426.88	.....	.....	.....	.....	.....
Chicago, St. Paul & Kansas City.....	1,833,782.00	3,881.27	1,910,310.21	4,043.30	1,930,637.35	4,086.31	1,374,320.62	2,968.80	1,012.49	1,012.49
Chicago, St. Paul, Minneapolis & Omaha.....	519,475.03	5,207.77	546,289.46	5,476.29	545,956.62	5,474.25	364,385.94	3,653.00	1,821.26	1,821.26
Chicago, Santa Fe & California.....	180,273.13	9,077.19	189,809.60	9,557.38	191,909.98	9,663.14	159,296.97	8,020.99	1,066.99	1,066.99
Crooked Creek.....	.....	.....	10,981.03	.....	.....	.....	.....	.....	.....	.....
Des Moines & Northern.....	124,317.70	2,087.68	128,226.74	3,081.63	129,503.33	3,112.55	84,193.57	2,023.29	870.28	870.28
Dubuque & Sioux City.....	2,384,504.86	4,159.09	2,565,090.00	4,371.11	2,537,365.51	4,436.35	1,612,618.44	2,813.16	1,724.19	1,724.19
Humeston & Shenandoah.....	163,715.64	1,715.19	173,212.16	1,814.69	174,920.61	1,832.58	141,259.31	1,479.92	385.67	385.67
Iowa Central.....	1,297,387.83	3,308.64	1,341,990.97	3,318.08	1,344,495.56	3,325.14	960,141.91	2,374.58	1,043.57	1,043.57
Iowa Northern.....	12,212.67	2,059.42	12,212.67	2,059.42	12,212.67	2,059.42	8,258.29	1,302.58	3,954.39	3,954.39
Keokuk & Western.....	167,178.11	2,215.31	176,066.98	2,340.25	199,923.22	2,649.22	114,080.29	1,519.65	1,129.57	1,129.57
Mason City & Fort Dodge.....	106,971.14	1,162.72	112,231.05	1,219.90	112,231.05	1,219.90	76,510.11	831.63	353.28	353.28
Minneapolis & St. Louis.....	304,054.39	2,130.31	332,265.01	2,349.82	335,478.01	2,372.54	228,558.46	1,687.11	684.40	684.40
Omaha & St. Louis.....	229,945.72	3,432.02	242,857.63	3,624.73	242,857.63	3,624.73	213,060.83	3,180.80	547.83	547.83
Prairie du Chien & McGregor.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sioux City & Northern.....	322,006.48	4,180.63	324,599.37	4,216.35	330,531.06	4,292.01	198,753.38	2,581.21	704.85	704.85
Sioux City & Pacific.....	379,293.60	4,713.48	409,573.02	5,089.76	417,896.03	5,193.19	214,609.09	2,667.69	2,525.47	2,525.47
Tabor & Northern.....	7,617.64	840.79	8,219.64	907.24	8,219.64	907.24	8,149.09	899.45	90.55	90.55
Wabash.....	.....	.....	190,091.17	.....	.....	.....	.....	.....	.....	.....
NARROW GAUGE ROADS.										
Burlington & Northwestern.....	63,685.07	1,213.06	67,501.90	1,285.94	67,501.90	1,285.94	46,184.54	879.72	806.22	879.72
Burlington & Western.....	66,889.47	946.10	72,311.05	1,022.77	72,434.05	1,024.52	72,795.50	1,029.63	251.53	251.53
Des Moines & Kansas City.....	92,309.11	867.56	97,981.72	920.88	98,754.56	927.87	70,798.73	965.41	219.15	219.15
Des Moines & Northwestern.....	203,950.77	1,789.04	214,395.93	1,880.50	215,372.18	1,888.35	171,087.27	1,500.76	387.17	387.17
Totals.....	\$ 25,492,124.65	.....	\$ 26,810,415.85	.....	\$ 43,102,399.25	.....	\$ 18,006,921.48	.....	.....	.....

\* Unable to make report for Iowa.

† No report for Iowa.

‡ From previous report.

§ Estimated on mileage basis for entire line.







TABLE No. XVII—FREIGHT TRAFFIC

STATE OF

RAILROADS.	PRODUCTS OF AGRICULTURE.						
	Grain.	Flour.	Other mill products.	Hay.	Tobacco.	Fruit and vegetables.	Other products.
Albia & Centerville.....	316	10		161		174	
Burlington, Cedar Rapids & Northern.....	328,954	53,881	11,984	61,370		13,399	47,055
Chicago, Burlington & Quincy.....							
Chicago, Burlington & Kansas City.....							
Kansas City, St. Jo. & Council Bluffs.....							
St. Louis, Keokuk & Northwestern.....							
Chicago, Ft. Madison & Des Moines.....	3,720	37		144			104
Chicago, Iowa & Dakota.....	4,720	221		511		10	
Chicago, Milwaukee & St. Paul.....	575,917	113,217	24,852	29,452	5,663	22,729	
Chicago & Northwestern.....	474,559	15,037	14,253	52,551	612	43,344	
Chicago, Rock Island & Pacific.....	332,032	63,806	32,173	56,040		49,886	828
Chicago, St. Paul & Kansas City.....	223,246	56,216	24,094	4,103	53	22,928	33,476
Chicago, St. Paul, Minneapolis & Omaha.....	49,421	3,263	14,334	1,323		5,980	
Chicago, Santa Fe & California.....	227,439	4,331		1,777			
Crooked Creek.....	3,121	12		312			
Des Moines & Northern.....	15,569	1,865		143		175	113
Dubuque & Sioux City.....	208,156	9,066	7,320	9,267	332	5,284	23,373
Hameston & Shenandoah.....	16,018	911		79		1,337	
Iowa Central.....	178,890	7,494	702	10,729	21	14,722	
Iowa Northern.....							
Keokuk & Western.....	16,229	1,107	191	2,329		1,389	
Mason City & Ft. Dodge.....	19,731	909		2,301		5	2,223
Minneapolis & St. Louis.....	75,677	5,752	751	27,710		1,947	
Omaha & St. Louis.....	60,495	503		891		5,201	
Prairie du Chien & McGregor.....						530	3,542
Sioux City & Northern.....	24,119	1,553	3,287	218			
Sioux City & Pacific.....	44,888	2,179	4,670	13,399	281	9,678	
Tabor & Northern.....	702	40	34	30		148	
Union Pacific.....							
Wabash.....							
NARROW GAUGE ROADS.							
Burlington & Northwestern.....							
Burlington & Western.....							
Des Moines & Kansas City.....	7,110	1,080				361	
Des Moines & Northwestern.....	45,590	850		8,394			
Totals.....	3,236,638	345,400	138,706	283,214	6,962	199,227	110,714

\* No report.

## MOVEMENT—WHOLE TONS.

IOWA.

PRODUCTS OF ANIMALS.						PRODUCTS OF MINES.					
Live stock.	Dressed meat.	Other pack- ing-house products.	Poultry, game and fish.	Wool.	Hides and leather.	Anthracite coal.	Bituminous coal.	Coke.	Ores.	Stone, sand and other like pro- ducts.	Salt.
32							86,873	15		210	
132,053		43,042				18,049	227,091			42,072	
1,590			403	70	7		108				136
3,249			80				5,506			1,052	
183,143	7,877	52,713	15,222			90,220	204,333	15,379	14,482	122,770	17,118
206,407	7,101	26,493	6,905	1,688	4,735	5,939	515,886	102	1,272	32,751	
285,076	43,339	21,976	4,613	13,535	87,884	495,553	8,125	30,220	45,856	23,063	
125,966	1,291	11,388	8,101	590	8,732	21,008	77,620	3,413	13,838	11,689	18,592
31,007	766	4,712	82	169	721	895	7,802	3,568	27	7,859	
123,844	5,113				4,189		156,430		9,302	38,690	1,562
445			20		6	200	23,854			3,409	
2,818	149	266	22		121	2,419	11,666			1,120	674
104,552	1,464	19,487	1,171	47	1,225	18,477	121,911	711		42,605	
14,989			1,201	7	39		75,708			1,756	
53,723	17,338	3,022	270	127	443	8,295	524,901	442	815	7,683	
							65,995				
17,903	3,282	2,161	1,235	2	13	573	94,009			2,318	
1,875		14	89			917	50,739			2,334	226
8,827	2,075	204			508	2,027	46,384			1,335	
22,369	12,695		105			9,270	338,897		5,744	1,203	
10,894	4,452	7,006	130	34	802	15,119	24,276	123		53,872	601
24,472	3,204	11,852	554	47	872	1,173	49,894	1,133		5,820	
2,186						52				92	
8,340							2,724				349
9,570			104		35		18,840			610	547
1,477,460	100,924	205,296	35,694	7,394	35,983	284,077	3,226,975	33,101	75,700	428,505	62,868

† Includes butter and cheese.

‡ Includes butter and eggs.



TABLE NO. XVII—FREIGHT TRAFFIC MOVEMENT

RAILROADS.	FOREST PRODUCTS.		Petroleum and other oils.	Sugar.	MANUFACTURERS.		
	Lumber.	Others.			Nails, Iron, etc.	Iron and steel rails.	Other castings and machinery.
Albia & Centerville	888				46	90	70
Burlington, Cedar Rapids & Nor.	169,094				20,356		
Chicago, Burlington & Quincy							
Chicago, Burlington & Kan. City							
Kan. City, St. Jo. & Coun. Bluffs							
St. Louis, Keokuk & N-W							
Chicago, Ft. Madison & Des Moines	2,071	919					
Chicago, Iowa & Dakota	2,793						
Chicago, Milwaukee & St. Paul	424,411	71,019			39,260	9,498	10,765
Chicago & Northwestern	214,927		6,925	3,075	3,473	6,003	5,426
Chicago, Rock Island & Pacific	250,667	19,900	41,296	41,234	36,458	42,810	15,504
Chicago, St. Paul & Kansas City	145,925	10,952	32,418	23,731	1,850	8,333	14,801
Chicago, St. Paul, Minn. & Omaha	11,949		1,219	154	317	430	465
Chicago, Santa Fe & California	39,551		15,822		5,326	11,148	8,805
Crooked Creek	334	214	43				
Des Moines & Northern	8,595		1,451	1,109	2,123	789	327
Dubuque & Sioux City	98,559		9,614	7,597	189	375	7,307
Humeston & Shenandoah	5,254	761	241				
Iowa Central	47,386	4,357	1,046		2,972	2,678	1,571
Iowa Northern							
Keokuk & Western	13,160	1,292					
Mason City & Ft. Dodge	5,407	3,491			76		80
Minneapolis & St. Louis	73,774		862			1,540	794
Omaha & St. Louis	30,280		1,264	1,909			7,469
Prairie du Chien & McGregor							
Sioux City & Northern	16,875	10,017	792	1,129	1,020	1,149	1,130
Sioux City & Pacific	47,436		2,039	1,580	77	3,817	1,416
Tabor & Northern	609	72		10			
Wabash							
NARROW GAUGE ROADS.							
Burlington & Northwestern							
Burlington & Western							
Des Moines & Kansas City	2,212		159	50			1,566
Des Moines & Northwestern	7,940		190				308
Totals	1,620,166	123,063	105,781	81,528	113,543	88,678	77,990

\* No report for Iowa. † Taken from previous report.

WHOLE TONS, STATE OF IOWA—CONTINUED.

[illegible]

‡Estimated on mileage basis.



TABLE No. XVIII—MILEAGE IN IOWA.  
MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

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REPORT OF RAILROAD COMMISSIONERS.

RAILROADS.	LINE REPRESENTED BY CAPITAL STOCK.		Line of proprietary companies.	Line operated under lease.	Line operated under contract.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	New line constructed during the year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Albia & Centerville.....	24.10					24.10			24.10	
Burlington, Cedar Rapids & Northern.....	229.25	172.83	453.46	11.39	36.77	903.70	7.20		86.14	817.56
Burlington & Missouri River.....	3.86					3.86				
Chicago, Burlington & Quincy.....	279.17	476.12				755.30	25.90		246.77	508.52
Chicago, Burlington & Kansas City.....	77.53					77.53				
Kansas City, St. Jo. & Council Bluffs.....	49.65	2.17				51.82	1.50		2.17	51.15
St. Louis, Keokuk & Northwestern.....	50.96					50.96	.96		39.98	10.98
Chicago, Ft. Madison & Des Moines.....	45.00	45.00				45.00			4.12	3.8
Chicago, Iowa & Dakota.....	26.50					26.50				26.50
Chicago, Milwaukee & St. Paul.....	1,553.27					1,553.27	.67		357.41	1,195.80
Chicago & Northwestern.....	353.12	810.00				1,163.12	76.00		109.97	1,053.15
Chicago, Rock Island & Pacific.....	316.94	442.68	305.96			1,065.58			184.79	880.79
Chicago, St. Paul & Kansas City.....	371.00	94.43				465.43	3.12		2.55	462.83
Chicago, St. Paul, Minneapolis & Omaha.....	57.11	17.44				74.55	25.20		18.38	81.37
Chicago, Santa Fe & California.....	19.25			.61		19.86				19.86
Crooked Creek.....	9.7			13.57		23.27				
Des Moines & Northern.....	41.61					41.61				41.61
Des Moines Union.....	2.7					2.7				
Dubuque & Sioux City.....	325.58			75.58		573.24			65.33	507.91
Humeston & Shenandoah.....	95.45					95.45			86.45	9.00
Iowa Central.....	273.22	129.64		1.47		404.34	17.08		170.21	234.13
Iowa Northern.....	5.93	.50				6.43			5.93	1.00
Keokuk & Western.....	73.08					73.08	2.92		2.07	73.91
Mason City & Ft. Dodge.....	88.40	3.60				92.00			3.60	88.40
Minneapolis & St. Louis.....	138.2	1.80				140.00	.14		54.44	99.40
Omaha & St. Louis.....	67.00					67.00				67.00
Prairie du Chien & McGregor.....	.25					.25				
Sioux City & Northern.....	77.00	7.13				84.13				84.13
Sioux City & Pacific.....	80.47					80.47			.80	79.67
Taber & Northern.....	9.06					9.06			9.06	
Union Pacific.....	2.36	1.70				4.12				
Wabash.....	66.6				43.40	110.00	38.00		42.70	81.90
NARROW GAUGE ROADS.										
Burlington & Northwestern.....	38.73					38.73	13.76		30.76	7.97
Burlington & Western.....	70.70					70.70			70.70	
Des Moines & Kansas City.....	100.00	2.00				102.00			43.00	57.00
Des Moines & Northwestern.....	114.00					114.00			59.60	54.40
Totals.....	5,137.75	2,207.10	453.46	408.58	80.17	8,413.16	136.45	76.00	1,758.15	6,599.85

\* Includes branches and spurs.

\* Second track under process of construction.

TABLE XIX—RENEWAL OF SUPERSTRUCTURE AND CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

RAILROADS.	NEW RAILS LAID DURING YEAR.					NEW TIES LAID.		Tons of bituminous coal consumed.	Cords of hard wood consumed.	Cords of soft wood consumed.	Total fuel consumed— tons.	Miles run.	Average price of coal per ton.	Average price of hard wood per cord.	Average price of soft wood per cord.	Average pounds consumed per mile.	
	IRON.			STEEL.		Number.	Average price each.										
	Tons.	Weight per yard.	Av. price at distribut- ing point.	Tons.	Weight per yard.												Av. price at distribut- ing point.
Albia & Centerville.....			\$			\$	12,581	.48									
Burlington, Cedar Rapids & N.				1,649.21	60	35.45	229,800	.44	124,242.00		2,934.00	125,709.00	3,352,260	1.50		.75	74.90
Chicago, Burlington & Quincy.	27.25	60	25.00	2,375.00	66	29.00	232,517	.38	739,048.00	9,327.00		745,266.00	13,455,715	1.37	2.50		110.81
Chicago, Burlington & K. C.							40,423	.35	16,938.90		300.75	17,139.65	419,546	1.47	1.78	81	80.57
Kansas City, St. Jo. & C. B.				5,066.00	66	35.00	19,131	.55	49,481.00	907.00		50,388.00	1,163,823	1.25	2.33		65.22
St. Louis, Keokuk & NW.				3,728.48	66	31.91	46,793	.37	55,133.50		678.50	55,812.50	1,369,887	1.81	2.83		49.00
Chicago, Fort Madison & D. M.									690.00			690.00	28,170	2.00			61.00
Chicago, Iowa & Dakota.									1,238.00			1,238.00	40,450	2.35			74.83
Chicago, Milwaukee & St. Paul				8,778.00	67	32.07	385,452	.39	275,148.00		7,392.00	278,829.00	7,452,365	1.95	2.28		86.25
Chicago & Northwestern.				3,961.00	66	31.02	403,525	.48	340,932.00	2,700.00	5,522.00	345,513.00	8,011,896	1.78	2.42		73.68
Chicago, Rock Island & Pacific.				4,071.00	70	33.00	333,420	.43	541,388.00	16,619.00		552,468.00	18,799,895	1.89	2.60		104.61
Chicago, St. Paul & K. C.									110,474.75	1,869.25		111,724.00	2,335,971	1.70	2.32		91.68
Chicago, St. Paul, M. & Omaha				1,001.26	65	31.50	22,313	.32	19,767.00		494.00	20,014.00	589,853	3.06		.91	65.80
Chicago, Santa Fe & California							2,928	.40	11,855.00	220.00		12,080.00	254,278	1.60	2.71		94.00
Crooked Creek.							1,443	.40	665.00			665.00	20,901	1.70			74.83
Des Moines & Northern.							16,145	.42	2,973.00		133.00	3,206.25	74,041	1.71	2.48		76.21
Dubuque & Sioux City				1,747.84	75	31.88	140,863	.42	93,971.00	1,390.75		94,878.21	2,489,848	1.05	4.74		73.68
Humeston & Shenandoah.				101.11	58	32.97	23,683	.45	7,274.00			7,274.00	197,439	1.79			74.37
Iowa Central				3,195.88	60	34.82	80,901	.49	63,742.00	1,825.00		64,959.20	1,742,247	1.31	1.78		125.80
Iowa Northern.									630.00		48.00		10,616	2.00			65.80
Keokuk & Western				309.00	60	38.05	16,600	.39	6,662.13	192.78		6,790.65	199,901	1.28	1.87		77.83
Mason City & Ft. Dodge.							26,395	.42	4,227.00		144.00	4,299.00	110,464	1.65	2.20		63.30
Minneapolis & St. Louis							79,123	.28	11,939.00			12,165.00	384,340	2.05	1.88		175.00
Omaha & St. Louis							28,488	.48	15,200.68		276.78	15,339.97	391,549	2.05	1.75		104.61
Sioux City & Northern.									9,023.97			9,085.97	294,277	4.27	2.13		71.70
Sioux City & Pacific.							4,897	.58	14,297.74		554.88	14,575.18	406,358	2.41	2.86		
Taber & Northern.	17.00	47	28.50				632					632.00	12,486	2.50			
Wabash.							20,208	.35									
NARROW GAUGE ROADS.																	
Burlington & Northwestern.				380.00	54	34.40	12,158	.39	1,355.00	15.00		1,380.00	23,174	1.45	1.50		119.00
Burlington & Western.							17,259	.39	4,935.00	30.66		4,965.66	142,563	1.45	1.50		69.00
Des Moines & Kansas City.				1,098.00	56	36.00	18,533	.40	6,000.06	72.50		6,077.00	142,443	1.70	2.00		84.33
Des Moines & Northwestern.				228.10	52	27.00	112,885	.50	4,847.00		176.00	4,935.00	183,419	1.80	2.25		52.00
Totals.	44.25			37,789.78			2,338,906		2,534,114.75	35,148.94	19,037.91	2,568,023.34	93,738,583				

+ No equipment owned.

COMPILATION OF RETURNS.

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TABLE No. XX.—ACCIDENTS

RAILROADS.	EMPLOYEES.													
	KILLED.							INJURED.						
	Coupling and uncoupling.	Falling from trains and engines.	Overhead obstructions.	Collisions.	Derailments.	Other train accidents.	At highway crossings.	At stations.	Other causes.	Coupling and uncoupling.	Falling from trains and engines.	Overhead obstructions.	Collisions.	Derailments.
Albia & Centerville.....	1													
Burlington, Cedar Rapids & North'n		4	1					3	3		2	4		3
Chicago, Burlington & Quincy.....	3	5	1	2				1	4		3	3		1
Chicago, Burlington & Kan. City.....								1	4		3	3		
Kan. City, St. Jo. & Council Bluffs.....					1				1					
St. Louis, Keokuk & Northwestern.....	1							2	1		1			
Chicago, Ft. Madison & Des Moines.....														
Chicago, Iowa & Dakota.....														
Chicago, Milwaukee & St. Paul.....		4	1					1	1		6	14		9
Chicago & Northwestern.....	3	3						5	51		7	4	1	3
Chicago, Rock Island & Pacific.....	3	3	1	1	1				1		3	4		1
Chicago, St. Paul & Kansas City.....	2	1						2	58		21	11	2	5
Chicago, St. P., Minneap. & Omaha.....						1			4					
Chicago, Santa Fe & California.....								1	2					
Crooked Creek.....														
Des Moines & Northern.....														
Dubuque & Sioux City.....	2	1						1	20		4			15
Humeston & Shenandoah.....											1			
Iowa Central.....		1						1	31		17	2	7	2
Iowa Northern.....									2		17	2	7	2
Keokuk & Western.....														
Mason City & Ft. Dodge.....											1			
Minneapolis & St. Louis.....											3			
Omaha & St. Louis.....				4					4		4		1	2
Prairie du Chien & McGregor.....														
Sioux City & Northern.....									6		1			
Sioux City & Pacific.....									9		2			
Tabor & Northern.....														
Wabash.....									2		1		2	
NARROW GAUGE ROADS.														
Burlington & Northwestern.....														
Burlington & Western.....									2					
Des Moines & Kansas City.....									2				1	
Des Moines & Northwestern.....														
Total.....	13	23	2	4	5	7	1	7	20	242	82	17	22	19
											21	8	16	174
														82
														601

\*None.

## TO PERSONS IN IOWA.

PASSENGERS.										OTHERS.											
KILLED.					INJURED.					TRESSPASSING.					NOT TRESSPASSING.						
Derailments.	Other train accidents.	Other causes.	Collisions.	Derailments.	Other train accidents.	At stations.	Other causes.	Total killed.	Total injured.	Collisions.	Other train accidents.	At highway crossings.	At stations.	Other causes.	Total injured.	Derailments.	At highway crossings.	At stations.	Other causes.	Total killed.	
1	1			10	1			1	20		1			3	2						
	1							1	1					1	13						
								1	1												
								1													



TABLE No. XXI—BRIDGES, TRESTLES AND TELEGRAPH IN IOWA.

RAILROADS.	STONE.				IRON.				WOODEN.				COMBINATIONS.				TOTAL.		TREESTILES.			
	Number.	Aggregate length-ft.	Minimum length-ft.	Maximum length-ft.	Number.	Minimum length-ft.	Maximum length-ft.	Aggregate length-ft.	Number.	Minimum length-ft.	Maximum length-ft.	Aggregate length-ft.	Number.	Minimum length-ft.	Maximum length-ft.	Aggregate length-ft.	Number.	Minimum length-ft.	Maximum length-ft.	Aggregate length-ft.		
Albia & Centerville	1	53	113	130	60	70	45	86	2,022	20	30	20	30	100	188	197	52	1	64	479	1,653	
Burlington, Cedar Rapids & N.	1	53	113	130	60	70	45	86	2,022	20	30	20	30	100	188	197	52	1	64	479	1,653	
Chicago, Burlington & Quincy	102	14	739	9,613	344	102	1,302	32,300	3,177	1	5	60	60	60	60	60	60	60	60	60	60	
Chic. Burlington & Kan. City	3	30	210	275	275	275	40	80	130	130	130	130	130	130	130	130	130	130	130	130		
Kan. C. St. Jo. & Council Bl.	3	30	210	275	275	275	40	80	130	130	130	130	130	130	130	130	130	130	130	130		
St. Louis, Keokuk & N.W.	3	30	210	275	275	275	40	80	130	130	130	130	130	130	130	130	130	130	130	130		
Chicago, Ft. Madison & Des M.	3	30	210	275	275	275	40	80	130	130	130	130	130	130	130	130	130	130	130	130		
Chicago, Iowa & Dakota	3	30	210	275	275	275	40	80	130	130	130	130	130	130	130	130	130	130	130	130		
Chicago, Milwaukee & St. Paul	2	50	150	200	200	200	15	208	1,380	1	1	1	1	154	154	154	154	1	1	1	1	
Chicago & Northwestern	2	50	150	200	200	200	15	208	1,380	1	1	1	1	154	154	154	154	1	1	1	1	
Chicago, Rock Island & Pacific	2	50	150	200	200	200	15	208	1,380	1	1	1	1	154	154	154	154	1	1	1	1	
Chicago, St. Paul & Kansas C.	155	2,577	151	8	155	13,045	76	32	128	3,421	20	48	840	3,801	3,714	3,714	3,714	20	48	840	3,801	
Chicago, St. Paul, Minn. & O.	21	100	934	3,706	5	32	420	934	3,706	5	32	420	934	3,706	5	32	420	26	26	2,000	108,056	
Chicago, Santa Fe & California	2	50	450	500	500	14	48	955	1,968	2	136	136	352	2	136	136	352	18	18	552	1,163	
Crooked Creek	2	50	450	500	500	14	48	955	1,968	2	136	136	352	2	136	136	352	18	18	552	1,163	
Des Moines & Northern	2	50	450	500	500	14	48	955	1,968	2	136	136	352	2	136	136	352	18	18	552	1,163	
Dubuque & Sioux City	2	47	27	3,688	13	60	457	2,661	3,750	9	175	175	350	9	175	175	350	14	14	616	8,976	
Humeston & Shenandoah	15	60	258	1,502	11	97	142	1,172	1,172	1	96	96	96	1	96	96	96	27	27	2,130	47,088	
Iowa Central	15	60	258	1,502	11	97	142	1,172	1,172	1	96	96	96	1	96	96	96	27	27	2,130	47,088	
Keokuk & Western	1	30	136	136	136	136	136	136	136	1	136	136	136	1	136	136	136	9	9	31	2,856	
Mason City & Ft. Dodge	1	30	136	136	136	136	136	136	136	1	136	136	136	1	136	136	136	9	9	31	2,856	
Minneapolis & St. Louis	1	30	136	136	136	136	136	136	136	1	136	136	136	1	136	136	136	9	9	31	2,856	
Omaha & St. Louis	1	30	136	136	136	136	136	136	136	1	136	136	136	1	136	136	136	9	9	31	2,856	
Prairie du Chien & McGregor	1	30	136	136	136	136	136	136	136	1	136	136	136	1	136	136	136	9	9	31	2,856	
Sioux City & Northern	1	30	136	136	136	136	136	136	136	1	136	136	136	1	136	136	136	9	9	31	2,856	
Sioux City & Pacific	1	30	136	136	136	136	136	136	136	1	136	136	136	1	136	136	136	9	9	31	2,856	
Tabor & Northern	1	30	136	136	136	136	136	136	136	1	136	136	136	1	136	136	136	9	9	31	2,856	
Wabash	3	111	630	850	17	32	618	2,870	2,870	20	46	3	80	100	420	466	53	31	465	1,501	20,023	
NARROW GAUGE ROADS.																						
Burlington & Northwestern	1	80	376	486	10	16	240	600	600	11	181	181	181	11	181	181	181	20	379	465	4,884	
Burlington & Western	1	80	376	486	10	16	240	600	600	11	181	181	181	11	181	181	181	20	379	465	4,884	
Des Moines & Kansas City	3	111	630	850	17	32	618	2,870	2,870	20	46	3	80	100	420	466	53	31	465	1,501	20,023	
Des Moines & Northwestern	3	111	630	850	17	32	618	2,870	2,870	20	46	3	80	100	420	466	53	31	465	1,501	20,023	
Total	105	2,577	402	706	8,517	40,833	835	945	7,406	81,171	120	828	2,290	18,706	1,645	151,918	801	386	23,382	1,916,000		

TABLE XXI—BRIDGES, TRESTLES AND TELEGRAPH IN IOWA—Continued.

RAILROADS.	OVERHEAD HIGHWAY AND FAIRN CROSSINGS				OVERHEAD RAILWAY CROSSINGS				TELEGRAPH.			
	BRIDGES.		TRETTLES.		BRIDGES.		TRETTLES.		OWNED AND OPER- ATED BY COMPANY.		OWNED BY OTHERS.	
	Number.	Height of lowest above face of rail.	Number.	Height of lowest above face of rail.	Number.	Height of lowest above face of rail.	Number.	Height of lowest above face of rail.	Miles of line.	Miles of wire.	Miles of line.	Miles of wire.
Albin & Centerville	4	18									94.10	94.10
Burlington, Cedar Rapids & N.	10	16									1,948.14	1,948.14
Chicago, Burlington & Quincy												
Chicago, Burlington & K. C.												
Kansas City, St. Jo. & C. R.												
St. Louis, Keokuk & N. W.	1	16										
Chicago, Ft. Madison & Des M.												
Chicago, Iowa & Dakota												
Chicago, Milwaukee & St. Paul	1	20										
Chicago & Northwestern	2	13.6										
Chicago, Rock Island & Pacific	9	19.5										
Chicago, St. Paul & Kansas C.	33	20										
Chicago, St. P., Minneapolis & O.												
Chicago, Santa Fe & California												
Crooked Creek												
Des Moines & Northern												
Dubuque & Sioux City												
Hameston & Shenandoah												
Iowa Central	3	16										
Iowa Northern												
Keokuk & Western												
Mason City & Ft. Dodge												
Minneapolis & St. Louis												
Omaha & St. Louis	1	19										
Prairie du Chien & McGregor												
Sioux City & Northern	2	22										
Sioux City & Pacific												
Tabor & Northern	1	22										
Wabash	1	18										
NARROW GAUGE ROADS.												
Burlington & Northwestern												
Burlington & Western												
Des Moines & Kansas City												
Des Moines & Northwestern												
Total	70	20.1	79	84.80	21	87.99	30	59.11	10,004.08	23,818.93	7,738.47	20,551.10

\* None.



TABLE XXII—TRAIN BRAKES AND

RAILROADS.	LOCOMOTIVES.					PASSENGER		
	Number of loco- motives.	EQUIPPED WITH TRAIN BRAKE.				Number of passen- ger cars.	EQ. WITH TRAIN BR.	
		Westinghouse	American.	New York.	Boycen.		Westinghouse	Total train brakes.
Albia & Centerville.....	105	52	6	12	60	72	72	72
Burlington, Cedar Rapids & Northern.....	475	475			475	349	349	349
Chicago, Burlington & Quincy.....	11	11			11	6	6	6
Chicago, Burlington & Kansas City.....	40	34			34	38	38	38
Kansas City, St. Jo. & Council Bluffs.....	23	23			23	23	23	23
St. Louis, Keokuk & Northwestern.....	3				3	1	1	1
Chicago, Ft. Madison & Des Moines.....	2	1			1	2	2	2
Chicago, Iowa & Dakota.....	801	438			438	678	671	678
Chicago, Milwaukee & St. Paul.....	846	738			738	579	579	579
Chicago & Northwestern.....	534	267			267	360	345	360
Chicago, Rock Island & Pacific.....	122	122			122	54	54	54
Chicago, St. Paul & Kansas City.....	243	201	23	1	225	168	168	168
Chicago, St. Paul, Minneapolis & Omaha.....	17	17			17	4	4	4
Chicago, Santa Fe & California.....	2				2			
Crooked Creek.....	3	3			3	4	4	4
Des Moines & Northern.....	55	31			31	45	45	45
Dubuque & Sioux City.....	18	7			7	4	4	4
Humeston & Shenandoah.....	60	21	13		34	25	25	25
Iowa Central.....	1				1			1
Iowa Northern.....	12	4		8	12	9	9	9
Keokuk & Western.....	5	1	1	1	3	4	3	4
Mason City & Fort Dodge.....	67	25			25	31	31	31
Minneapolis & St. Louis.....	16	3	11		14	9	9	9
Omaha & St. Louis.....	11	7	4		11	9	9	9
Prairie Du Chien & McGregor.....	12	10			10	13	13	13
Sioux City & Northern.....	1				1	2		2
Sioux City & Pacific.....								
Tabor & Northern.....								
Union Pacific.....	398	294			294	281	281	281
Wabash.....								
NARROW GAUGE ROADS.								
Burlington & Northwestern.....	5	1	2		3	7	3	7
Burlington & Western.....	4	1	3		4	6	4	6
Des Moines & Kansas City.....	8	2	1	5	8	13		13
Des Moines & Northwestern.....	10	2			2	8	8	8
Totals.....	3,910	2,791	44	20	15	2,872	2,895	2,750

AUTOMATIC COUPLERS—CLASSIFIED.

CARS.						FREIGHT CARS.																	Janney and Gould.
EQUIPPED WITH AUTO- MATIC COUPLER.						EQUIPPED WITH TRAIN BRAKE.				EQUIPPED WITH AUTOMATIC COUPLER.													
Janney.	Miller.	Shower.	Cowell.	Janney and Miller.	Total au- tomatic couplers.	No. of freight cars.	Westing- house.	New York. Boycen.	Total train brakes.	Janney.	M. C. B.	Gould.	Almy. Fox.	Dowling.	Keystone.	Williams.	Chicago.	Lorraine.	Hinson.	Total au- tomatic couplers.			
254	72				72	3,933	115	18	133	160	379	97	89	102							758		
	32				346	19,603	2,627		2,627	2,589											2,589		
	6				6	214	20		20	21											21		
1	37				38	948	172		172	175											175		
6	17				23	471	81		81	81											81		
						61																	
						16																	
	280	12	363		655	23,842	2,121		2,121												3,613		
	564	15			579	25,005	3,332		3,332	2,352											3,613		
	345				345	12,459	2,354		2,354	2,619							1,075				3,427		
	54				54	2,599															3,619		
	168				168	7,637	480		480		480										480		
	4				4	2,066																	
						10																	
	4				4	38	1		1														
	45				45	199																	
	4				4	68																	
	25				25	1,263	2		2		17	122		2							141		
						3																	
	9				9	931																	
	9				9	124																	
	31				31	1,897																	
						571																	
	9				9	470																	
	13				13	156																	
	205	15			221	11,056	498		498	10				90	10				10		90		
	2				2	121																	
	4				4	269																	
						187																	
	8				8	49																	
261	2,061	15	27	363	2,727	116,356	11,801	2	18	11,821	8,007	480	295	122	97	151	10	102	1,008	10	8	14,964	



TABLE XXII.—TRAIN BRAKES AND AUTOMATIC COUPLERS—CONTINUED.

RAILROADS.	CARS IN COMPANY'S SERVICE.													CARS LEASED.															
	EQUIPPED WITH TRAIN BRAKE				EQUIPPED WITH AUTOMATIC COUPLER.									EQUIPPED WITH TRAIN BRAKE.				EQUIPPED WITH AUTOMATIC. COUPLER.											
	No. of cars in service.	Westing house.	New York.	Boyden.	Total.	Janney.	Miller.	Gould.	Schrowger.	Dowling.	Almy.	Chicago.	Hinson.	Total.	No. of cars.	Westing house.	New York.	Boyden.	Total.	Janney.	Miller.	Gould.	Fox.	Dowling.	Williams.	Chicago.	Hinson.	Total.	
Albia & Centerville.....	114					2		9		1				12															
Burlington, Cedar Rapids & N.....	264																												
Chicago, Burlington & Quincy.....	13																												
Chicago, Burlington & Kansas C.....	46														1	1			1		1						1		
Kansas City, St. Jo. & Council B.....	28																												
St. Louis, Keokuk & N. Western.....	1																												
Chl., Ft. Madison & Des Moines.....	1																												
Chicago, Iowa & Dakota.....	1																												
Chicago, Milwaukee & St. Paul.....	653	4			4	150								150															
Chicago & Northwestern.....	616	13			13		5		3					8															
Chicago, Rock Island & Pacific.....	511	30			30										757														
Chicago, St. Paul & Kansas City.....	109	3			3									3	2,083	63			63		23						23		
Chl., St. P., Minneapolis & Omaha.....	132																												
Chicago, Santa Fe & California.....	143																												
Crooked Creek.....	1																												
Des Moines & Northern.....	1	1			1																								
Dubuque & Sioux City.....	7																												
Humeston & Shenandoah.....	8																												
Iowa Central.....	45	3			3		1				11			12	531	6			6		6	200					206		
Iowa Northern.....	11														4														
Keokuk & Western.....	2																												
Mason City & Ft. Dodge.....	80																												
Minneapolis & St. Louis.....	13																												
Omaha & St. Louis.....	7																												
Sioux City & Northern.....	17	1			1		1							1															
Sioux City & Pacific.....	415	7			7																								
Wabash.....																													
NARROW GAUGE ROADS.																													
Burlington & Northwestern.....																													
Burlington & Western.....																													
Des Moines & Kansas City.....	3																												
Des Moines & Northwestern.....	1														420														
Totals.....	3,242	64			64	152	10	9	3	1	11			186	3,782	70			70		30	200					230		

TRAIN BRAKES AND AUTOMATIC COUPLERS.

	NAMES OF BRAKES.						NAMES OF COUPLERS.														Total number of cars.	Total number of brakes in 1890.	Total number of couplers in 1890.		
	Westinghouse.	American Steam.	New York.	Eames' Vacuum.	Boyden.	Total train brakes.	Janney.	Miller.	Shrowyer.	Cowell.	Dowling.	Williams.	Chicago.	Hinson.	M. C. B.	Gould.	Fox.	Almy.	Keystone.	Lorraine.				Janney and Gould.	Janney and Miller.
Locomotives .....	2,791	44	20	15	2	2,872		261	2,061	15	27											363	2,727	3,910	2,430
Passenger cars .....	2,750					2,805																	2,805	2,805	2,532
Freight cars .....	11,861				18	11,821	8,007				151	102	1,098	8	480	296	97	122	10	10	3,613		14,994	116,356	6,654
Cars in company's service .....	64					64	152		10	3						9							186	3,242	5,555
Leased cars .....	70					70		30								200							230	3,782	1,236
Total.....	17,485	44	22	15	20	17,632	8,420	2,101	18	27	152	102	1,098	8	480	505	97	133	10	10	3,613	363	18,137	130,095	12,861



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RETURNS

OF THE

RAILROAD COMPANIES,

FOR THE YEAR ENDING JUNE 30, 1891.

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ANNUAL REPORT  
OF THE  
CHICAGO & NORTHWESTERN RAILWAY COMPANY,  
TO THE  
BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,  
FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.
- Page 7. Give the names of your attorneys in Iowa.  
Superintendents for Iowa.  
Division Superintendents for Iowa.
- Page 11. Total mileage operated in Iowa.
- Page 13. Total mileage in Iowa.
- Page 17. 1—Amount of stock issued for dividends on earnings.  
2—Amount of stock per mile of road.  
3—Amount of stock held in Iowa.
- Page 19. Amount of funded debt representing road in Iowa.
- Page 27. Grand total for Iowa.
- Page 34. Taxes paid in Iowa.
- Page 45. 1—Operating expenses per mile of road.  
2—Operating expenses per train mile.  
3—Proportion of operating expenses and taxes for Iowa.  
4—Percentage of expenses to earnings.  
5—Net earnings per train mile.  
6—Percentage of earnings to stock and debt.  
7—Percentage of earning to cost of road and equipment.  
8—Surplus at the commencement of the year.  
9—Surplus at the close of the year.  
10—Amount of its own stock owned by the company.
- Page 46. Fencing in Iowa.  
1—How many miles of fencing on your road in Iowa?  
2—How many miles of unfenced road in Iowa?  
3—What is the average cost per mile of fencing?  
4—What is the total cost of the same?  
5—How many miles of new fencing built during the year?



Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

2—Average number of tons in cars when in less than car lots.

3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.

4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.

a—Total receipts for freight forwarded to points outside the State.

b—Total receipts for freight received from points outside the State.

c—Total receipts for freight forwarded to points within the State.

d—Total receipts for freight received from points within the State.

e—Total receipts from passengers destined to points outside the State.

f—Total receipts from passengers from points outside the State.

g—Total receipts from passengers destined to points within the State.

h—Total receipts from passengers from points within the State.

5—Total amount received for local freight.

6—Total amount received for through freight.

7—Number of tons of local freight carried.

8—Total amount received from freight originating in Iowa and passing outside the State.

9—Total amount received from freight originating outside the State and destined to points in Iowa.

10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?

12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?

14—What per cent of freight received at each station on your road is local and what per cent interstate?

15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa to points on the main line outside the State, or to points on other lines?

19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 64. Tonnage crossing Mississippi river bridge at ..... for the year ending June 30, 1891.

East bound, number of tons .....

West bound, number of tons .....

Total tons .....

Tonnage crossing Missouri river bridge at ..... for the year ending June 30, 1890.

East bound, number of tons .....

West bound, number of tons .....

Total tons .....

Page 69. Under heading "State or Territory" insert Iowa.

Page 77. Under "Overhead Highway Crossings," insert overhead farm crossings.

Under "Conduits," insert farm crossing, "under."

## LANDS—CONGRESSIONAL GRANTS.

Page 78. 1—State the number of acres of land your company has already received from the congressional grants.

2—State the number of acres yet to inure to your company from congressional grants.

3—State the average price at which these lands have been sold or contracted by the company.

4—State the number of acres sold.

5—State the amount received from sales.

6—State the amount unpaid on outstanding contracts.

7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.

8—State the amount expended in sale and management of lands.

9—State the amount of taxes paid on lands.

10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.

11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.

Page 80. What provision, if any, has been made by this road for the payment of its funded debt?

2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.

3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

## HISTORY.

Name of common carrier making this report:

Chicago & Northwestern Railway Company.

Date of organization:

June 7, 1859.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:

Organized under act of Illinois Legislature, approved February 19, 1859, and under act of Wisconsin Legislature, approved March 14, 1859; certificate made June 5, 1859.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:



OTHER COMPANIES HAVE BEEN CONSOLIDATED WITH THE CHICAGO & NORTH-WESTERN RAILWAY COMPANY, AS FOLLOWS:

NAME OF COMPANY.	CHARTER OR ORGANIZATION UNDER GENERAL LAWS.
Dixon, Rockford & Kenosha Railway Company, Illinois and Wisconsin.....	Organized January 16, 1864.
Galena & Chicago Union Railroad Company, Illinois.....	Chartered by act of Illinois, January 16, 1836; amended by act of Illinois, March 4, 1838; amended by act of Illinois, February 24, 1844; amended by act of Illinois, February 11, 1853; amended by act of Illinois, February 25, 1854; amended by act of Illinois, February 15, 1855.
Peninsula Railroad Company, Michigan.....	Organized February 8, 1862.
Beloit & Madison Railroad Company, Wisconsin.....	Chartered by act of Wisconsin, February 18, 1852.
Baraboo Air Line Railroad Company, Wisconsin.....	Chartered by act of Wisconsin, March 8, 1870; amended by act of Wisconsin, January 31, 1871.
LaCrosse, Trempealeau & Prescott Railroad Company, Wisconsin.....	Chartered by act of Wisconsin, March 6, 1857; amended by act of Wisconsin, April 4, 1864.
Menominee River Railroad Company, Michigan.....	Organized February 9, 1875.
Escanaba & Lake Superior Railway Company, Michigan.....	Organized November 20, 1880.
Elgin & State Line Railroad Company, Illinois.....	Chartered by act of Illinois, February 12, 1859.
Chicago, Milwaukee & North-Western Railway Company, Illinois and Wisconsin....	Organized March 19, 1881.

#### DATE AND AUTHORITY FOR EACH CONSOLIDATION.

DATE OF CONSOLIDATION.	COMPANIES ACQUIRED BY CONSOLIDATION.	AUTHORITY FOR CONSOLIDATION.
Jan. 19, 1864	Dixon, Rockford & Kenosha Railroad Company.....	General railroad law.
June 2, 1864	Galena & Chicago Union Railroad Company.....	Authority conferred by charter.
Oct. 21, 1864	Peninsula Railroad Company.....	General railroad laws.
Jan. 10, 1871	Beloit & Madison Railroad Company.....	Authority conferred by charter.
March 10, 1871	Baraboo Air Line Railroad Company.....	Authority conferred by charter.
Jan. 6, 1877	LaCrosse, Trempealeau & Prescott Railroad Company.....	Authority conferred by charter.
July 1, 1882	Menominee River Railroad Company.....	General railroad law.
July 1, 1882	Escanaba & Lake Superior Railway Company.....	General railroad law.
June 7, 1883	Elgin & State Line Railroad Company.....	Authority conferred by charter.
June 7, 1883	Chicago, Milwaukee & North-Western Railway Company.....	General railroad law.

THE PROPERTY AND FRANCHISES OF OTHER COMPANIES HAVE BEEN ACQUIRED BY THE CHICAGO & NORTH-WESTERN RAILWAY COMPANY BY PURCHASES, AS FOLLOWS:

DATE OF ORGANIZATION.	COMPANIES.	DATE OF PURCHASE.	AUTHORITY FOR PURCHASE.
April 4, 1882	Galesville & Mississippi River Railroad Company, Wisconsin.....	March 16, 1883	General railroad law.
March 18, 1880	Rock River Railroad Company, Wisconsin.....	March 16, 1883	General railroad law.
Jan. 26, 1856	Chicago, Iowa & Nebraska Railroad, Iowa.....	July 1, 1884	General railroad law.
June 14, 1850	Cedar Rapids & Missouri River Railroad, Iowa.....	July 2, 1884	General railroad law.
June 10, 1876	Maple River Railroad Company, Iowa.....	July 3, 1884	General railroad law.
July 31, 1872	Stanwood & Tipton, Iowa.....	Oct. 24, 1884	General railroad law.
March 2, 1870	Iowa Midland Railway Company, Iowa.....	Oct. 24, 1884	General railroad law.
July 2, 1883	Ottumwa, Cedar Falls & St. Paul Railway Company, Iowa.....	Oct. 24, 1884	General railroad law.
June 18, 1880	Iowa South-Western Railway Company, Iowa.....	Oct. 24, 1884	General railroad law.
Aug. 1, 1870	Des Moines & Minnesota Railroad Company, Iowa.....	Oct. 24, 1884	General railroad law.
April 9, 1886	Maple Valley Railway Company, Iowa.....	May 4, 1887	General railroad law.
April 15, 1886	Janessville & Evansville Railway Company, Wisconsin.....	May 6, 1887	General railroad law.
Jan. 13, 1887	Stout Valley Railway Company, Iowa.....	Nov. 2, 1887	General railroad law.
Aug. 18, 1873	Iowa Railway, Coal & Mining Company, Iowa.....	Nov. 2, 1887	General railroad law.
Oct. 30, 1886	Linn County Railway Company, Iowa.....	Nov. 2, 1887	General railroad law.
June 29, 1856	Sycamore & Cortland Railroad Company, Illinois.....	June 7, 1888	Act of Illinois, June 30, 1885.
Feb. 15, 1884	Northern Illinois Railway Company, Illinois.....	June 7, 1888	Act of Illinois, June 30, 1885.
Oct. 8, 1888	Iron River Railway Company, Michigan.....	June 10, 1889	Act of Mich., Feb. 27, 1889.
Aug. 13, 1887	Iron Range Railway Company, Michigan.....	June 10, 1889	Act of Mich., Feb. 27, 1889.
Aug. 8, 1887	Lake Geneva & St. Line Railway Company, Wisconsin.....	June 10, 1889	General railroad law.
June 15, 1889	Toledo & North-Western Railway, Iowa.....	June 6, 1890	General railroad law.
Jan. 7, 1889	Junction Railway Company, Illinois.....	June 4, 1891	Act of Illinois, June 30, 1885.
May 28, 1896	Paint River Railway Company, Michigan.....	June 4, 1891	Act of Mich., Feb. 27, 1889.

THE FOLLOWING NAMED COMPANIES ARE CONTROLLED BY THE CHICAGO & NORTH-WESTERN RAILWAY COMPANY BY OWNERSHIP OF CAPITAL STOCK, AND NO DISTINCTION IS MADE IN OPERATING AND ACCOUNTING BY REASON OF THEIR SEPARATE INCORPORATION.

NAME OF COMPANY.	WHEN ORGANIZED.	CHARTER OR ORGANIZATION.
Dakota Central Railway Company.....	Dakota.....	Organized May 7, 1879.
Princeton & Western Railroad Company....	Wisconsin.....	Organized August 1, 1883.
Winona & St. Peter Railroad Company.....	Minnesota.....	Chartered by act of March 10, 1862.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

Not a reorganized company.



## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Horace Williams.....	Clinton, Iowa.....	June, 1892
Frederick L. Ames.....	Boston, Mass.....	June, 1892
John M. Burke.....	New York, N. Y.....	June, 1892
Marvin Hughitt.....	Chicago, Ill.....	June, 1892
N. K. Fairbank.....	Chicago, Ill.....	June, 1892
W. L. Scott.....	Erie, Pa.....	June, 1893
Percy R. Pyne.....	New York, N. Y.....	June, 1893
F. W. Vanderbilt.....	New York, N. Y.....	June, 1893
W. K. Vanderbilt.....	New York, N. Y.....	June, 1893
H. McK. Twombly.....	New York, N. Y.....	June, 1893
John I. Blair.....	Blairstown, N. J.....	June, 1893
James C. Fargo.....	New York, N. Y.....	June, 1894
David B. Kimball.....	Boston, Mass.....	June, 1894
Chauncey M. Depew.....	New York, N. Y.....	June, 1894
Samuel F. Barger.....	New York, N. Y.....	June, 1894
Albert Keep.....	Chicago, Ill.....	June, 1894
M. L. Sykes.....	New York, N. Y.....	June, 1894

Total number of stockholders at date of last election:

Three thousand five hundred and fifty-five.

Total number of stockholders at date of last election, in Iowa.  
Eighteen.

Date of last meeting of stockholders for election of directors.  
June 4, 1891.

Give post-office address of general office.  
Chicago and New York.

Give post-office address of operating office.  
Chicago.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	Albert Keep.....	Chicago, Ill.
President.....	Marvin Hughitt.....	Chicago, Ill.
First Vice-President.....	Martin L. Sykes.....	New York, N. Y.
Second Vice-President.....	Marshall M. Kirkman.....	Chicago, Ill.
Third Vice-President.....	William H. Newman.....	Chicago, Ill.
Secretary.....	Martin L. Sykes.....	New York, N. Y.
Treasurer.....	Martin L. Sykes.....	New York, N. Y.
General Counsel.....	William C. Goudy.....	Chicago, Ill.
Auditor.....	Clarence S. Darrow.....	Chicago, Ill.
General Manager.....	J. B. Redfield.....	Chicago, Ill.
Chief Engineer.....	John M. Whitman.....	Chicago, Ill.
General Superintendent.....	John E. Blunt.....	Chicago, Ill.
Assistant General Superintendent.....	Sherburne Sanborn.....	Chicago, Ill.
Division Superintendent—Iowa line.....	Peter Hallenbeck.....	Winona, Minn.
Division Superintendent—Iowa line.....	Marcellus Hopkins.....	Boone, Iowa.
General Superintendent for Iowa.....	Hugh M. Hughes.....	Eagle Grove, Iowa.
Superintendent of Telegraph.....	Sherburne Sanborn.....	Chicago, Ill.
General Freight Agent.....	George H. Thayer.....	Chicago, Ill.
General Passenger Agent.....	Hiram R. McCullough.....	Chicago, Ill.
General Ticket Agent.....	William A. Thrall.....	Chicago, Ill.
General Baggage Agent.....	William A. Thrall.....	Chicago, Ill.
Land Commissioner.....	Nathaniel A. Phillips.....	Chicago, Ill.
	Charles E. Simmons.....	Chicago, Ill.

## EXPLANATORY REMARKS.

New lines of road have been put in operation, during the year, as follows:

November 16, 1890, Montrose to North Evanston, miles.....	7.99
June 22, 1891, Crystal Falls to Hemlock Mine.....	15.00
Total.....	22.99

## PROPERTY OPERATED.

MILES OF COMPLETED ROAD JUNE 30, 1891.

	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.
LINES CHARTERED AS OR CONSOLIDATED WITH CHICAGO & NORTH-WESTERN RY CO.—								
Chicago to Council Bluffs.....	491.00	137.88	353.12					
Chicago to Freeport.....	121.00	121.00						
Geneva to Aurora.....	9.40	9.40						
Geneva St. to Charles.....	2.40	2.40						
Sycamore to Cortland.....	4.64	4.64						
Elgin to Williams Bay.....	51.94	35.82	15.22					
Belvidere to Spring Valley.....	75.78	75.78						
South Branch Junction to Power (Chicago).....	4.50	4.50						
Clinton to Anamosa (quarry).....	73.57		73.57					
Stanwood to Tipton.....	8.50		8.50					
Curt-off near Cedar Rapids.....	5.96		5.96					
Des Moines to Jewell Junction.....	59.09		59.09					
Tama to Elmore.....	164.56		164.56			.34		
Jewell Junction to Wall Lake Junction.....	73.68		73.68					
Eagle Grove to Hawarden.....	145.20		145.20					
Belle Plaine to Muchakinock.....	64.00		64.00					
Boone to coal banks.....	3.25		3.25					
Maple River Junction to Onawa.....	80.85		80.85					
Wall Lake to Moville.....	79.87		79.87					
Carroll to Kirkman.....	34.81		34.81					
Manning to Audubon.....	17.00		17.00					
Chicago to Ft. Howard.....	242.29	69.73		172.47				
Appleton Water Power Extension.....	3.63			3.63				
Kenosha to Rockford.....	72.10	44.03		28.07				
Chicago to Montrose.....	5.20	5.20						
Montrose to North Evanston.....	7.69	7.69						
Chicago to Milwaukee.....	85.00	44.60		40.40				
Milwaukee to Fond du Lac.....	62.63			62.63				
Sheboygan to Princeton.....	78.40			78.40				
Milwaukee to Montfort.....	140.88			140.88				
Montfort to Galena.....	40.34	10.30		30.04				
Montfort to Woodman.....	30.50			30.50				
Ipswich to Platteville.....	4.00			4.00				
Lancaster Junction to Lancaster.....	12.04			12.04				
Janesville to Afton.....	6.10			6.10				
Belvidere to Winona.....	227.00	21.00		205.87		.13		
Winona Junction to La Crosse.....	3.96			3.96				
Trompsdaleau to Galesville.....	6.71			6.71				
Evansville to Janesville.....	15.68			15.68				
Ft. Howard to Republic.....	202.64			49.45	153.19			
Clowry to Michiganville.....	10.44				10.44			
Wabito to Champion.....	1.23				1.23			
Powers to Watersmeet.....	104.33			13.73	90.60			
Stager to Crystal Falls.....	9.10				9.10			
Narenta to Metropolitan.....	34.86				34.86			
Branches to mines:								
Off Main Line.....	42.27				42.27			
Off E. & L. S. Line.....	8.44				8.44			
Off Menom. Riv. Line.....	36.13			4.71	31.42			
Crystal Falls to Hemlock Mine.....	15.00				15.00			
Total.....	3,084.60	593.97	1,163.12	930.49	306.55	.47		



## PROPERTY OPERATED—CONTINUED.

	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.
<b>PROPRIETARY LINES—</b>								
Princeton and Western Railway	16.06			16.06	16.06			
Valley Junction to Necedah								
Winona & St. Peter Railroad	448.48							
Winona to Watertown					288.50	34.48		
Mankato Junction to Mankato					3.75			
Sleepy Eye to Redwood Falls					24.40			
Rochester to Zumbrota					24.48			
Eyota to Plainview					15.01			
Eyota to Chatfield					11.46			
Tracy to Dakota Line					46.40			
Dakota Central Railway	723.93							
Minnesota State Line to Pierre					209.11			
James Valley Junction to Oakes					117.07	14.28		
Watertown to Gettysburg					146.25			
Watertown Junction to Watertown					43.83			
Iroquois to Hawarden (State Line)					125.49			
Centerville to Yankton					28.46			
Doland to Groton					38.84			
Total	1,188.47			16.06		414.00	744.13	14.28
<b>RECAPITULATION—</b>								
C. & N. W. R'y (chartered or consolidated)	3,084.60	503.97	1,163.12	930.49	396.55	.47		
Proprietary lines	1,188.47			16.06		414.00	744.13	14.28
Total	4,273.07	503.97	1,163.12	946.55	396.55	414.47	744.13	14.28
<b>LINES OPERATED UNDER TRACKAGE RIGHTS—</b>								
Mil., L. S. & W. R'y Co. in city of Watersmeet	.47				.47			
Total	.47				.47			
Total mileage operated June 30, 1891	4,273.54	503.97	1,163.12	946.55	397.02	414.47	744.13	14.28

## NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

NAME.	CHARACTER OF BUSINESS.	TITLE. (OWNED, LEASED, ETC)	STATE OR TERRITORY.
Western Town Lot Co.	Establishing towns and selling town lots.	Ownership of Stock.	Iowa, Minn., N. Dak. and S. Dak.
Pioneer Town Site Co.		Ownership of Stock.	Nebraska, S. Dak. and Wyo.
Minnesota Land Grant		Owned by Proprietary Company.	Minnesota and South Dak.
Wisconsin Land Grant	Selling lands.	Owned.	Wisconsin.
Michigan Land Grant.		Owned.	Michigan.
Consolidation Coal Co.	Mining and selling coal.	Ownership of Stock.	Iowa.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING THE YEAR.	
					Rate.	Amount.
Capital stock and scrip, C. & N. W. R'y Co. common, including \$10,007.55 owned by company	413,848	\$ 100	No fixed amount.	\$ 41,348,865.97	6	\$1,582,404.00
Capital stock and scrip, C. & N. W. R'y Co. preferred, including \$2,284.56 owned by company	223,364	100	No fixed amount.	22,335,454.56	7	1,569,310.00
Capital stock of proprietary companies whose operations are embraced in this report, common	28,025	100	No fixed amount.	2,802,500.00		
Total	665,238			\$ 66,522,820.53		\$3,445,804.00

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.	REMARKS.
Issued for cash in 1895-1899, preferred.			36,400	\$2,911,466.14	
Issued by proprietary companies for account of construction, common.			28,025		
Issued for properties acquired, common			395,276		
Issued for properties acquired, preferred.			180,899		
Issued for retiring bonds, common.			5,340		
Issued for retiring bonds, preferred.			51,970		
Issued in 1897 and 1898 for dividends, in lieu of income used for construction.			13,232		Common.
			24,066		Preferred.
Total	None	None	665,238		

Amount of stock per mile of road	\$ 15,567.02
Amount of stock representing road in Iowa, proportional	18,107,361.45
Amount of stock held in Iowa	488,300.00



## FUNDED

## MORTGAGE BONDS, MISCELLANEOUS

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.
	Date of issue.	When due.		
MORTGAGE BONDS.				
C. R. & M. R. R. R., 1st Div., 1st Mort....	Aug. 1, 1861	Aug. 1, 1891	\$ 700,000.00	\$ 700,000.00
C. I. & N. R. R., 1st Mort.	Aug. 15, 1862	Aug. 15, 1892	129,000.00	129,000.00
C. R. & M. R. R. R., 2d Div., 1st Mort.	Aug. 1, 1863	Feb. 1, 1894	640,000.00	582,000.00
Maple River R. R., 1st Mort.	July 1, 1877	July 1, 1894	520,000.00	488,000.00
Chicago & Milwaukee Ry., 1st Mort.	July 1, 1863	July 1, 1898	1,700,000.00	1,740,000.00
Peninsular R. R., 1st Mort.	July 1, 1863	Sept. 1, 1898	1,200,000.00	1,200,000.00
Iowa Midland Ry., 1st Mort.	Aug. 1, 1879	Oct. 1, 1900	1,350,000.00	1,350,000.00
Escanaba & Lake Superior Ry., 1st Mort.	July 1, 1881	July 1, 1901	720,000.00	720,000.00
C. & N. W. Ry., General Con. Gold	Nov. 30, 1872	Dec. 1, 1902	48,000,000.00	13,651,000.00
Mt. & Madison Ry., 1st Mort.	Sept. 1, 1880	Sept. 1, 1905	1,000,000.00	1,000,000.00
Chicago & Tomah R. R., 1st Mort.	Sept. 1, 1880	Nov. 1, 1905	1,528,000.00	1,528,000.00
C. M. & N. W. Ry., Construction	May 1, 1882	Nov. 1, 1905	750,000.00	750,000.00
Menominee River R. R., 1st Mort.	July 1, 1876	July 1, 1906	400,000.00	400,000.00
Men. River R. R. Extension, 1st Mort.	Jan. 1, 1880	July 1, 1906	160,000.00	160,000.00
Des Moines & Minn. R. R., 1st Mort.	Feb. 1, 1882	Feb. 1, 1907	600,000.00	600,000.00
Dak. Cen. Ry., 1st Mort. (W. & St. P. Con.)	May 1, 1882	Sept. 7, 1907	1,065,000.00	1,065,000.00
W. & St. P. R. R., 2d (now 1st) Mort.	Nov. 1, 1867	Nov. 1, 1907	1,800,000.00	1,650,000.00
Dak. Central Ry., 1st Mort. (S. E. Div.)	Nov. 1, 1882	Nov. 1, 1907	2,000,000.00	2,000,000.00
Roch & No. Minn. Ry., 1st Mort.	Sept. 1, 1878	Sept. 1, 1908	200,000.00	200,000.00
Plainview R. R., 1st Mort.	Sept. 1, 1878	Sept. 1, 1908	100,000.00	100,000.00
Minn. Valley Ry., 1st Mort.	Oct. 1, 1878	Oct. 1, 1908	150,000.00	150,000.00
O. C. F. & St. P. Ry., 1st Mort.	May 1, 1884	March 1, 1909	1,600,000.00	1,600,000.00
C. R. & M. R. R. R., Mort. of 1884	June 1, 1884	June 1, 1909	760,000.00	760,000.00
No. Illinois Ry., 1st Mort.	April 1, 1885	March 1, 1910	1,600,000.00	1,500,000.00
Madison Ext., 1st Mort.	April 1, 1871	April 1, 1911	3,150,000.00	3,150,000.00
Menominee Ext., 1st Mort. Sinking Fund	June 1, 1871	June 1, 1911	2,700,000.00	2,700,000.00
C. & N. W. Ry., Sinking Fund Curr'y	June 16, 1865	Feb. 1, 1915	12,000,000.00	12,788,000.00
C. R. & M. R. R. R., 3d Div., 1st Mort.	May 1, 1866	May 1, 1916	2,500,000.00	2,332,000.00
W. & St. P. R. R., Ex. Wes. Div., 1st Mort.	Dec. 1, 1871	Dec. 1, 1916	4,375,000.00	4,275,000.00
North-Western Union Ry., 1st Mort	June 1, 1872	June 1, 1917	3,500,000.00	3,500,000.00
				\$ 63,417,000.00
MISCELLANEOUS OBLIGATIONS.				
(Collateral Trust Bonds.)				
C. & N. W. Ry. Skg. Fund of 1879, 5 per ct.	Oct. 1, 1879	Oct. 1, 1920	15,000,000.00	6,440,000.00
C. & N. W. Ry. Skg. Fund of 1879, 5 per ct.	Oct. 1, 1879	Oct. 1, 1920		3,560,000.00
C. & N. W. Ry. Extension of 1889	April 15, 1886	Aug. 15, 1926	20,000,000.00	18,632,000.00
C. & N. W. Ry. Extension of 1889	April 15, 1886	Aug. 15, 1926		
				\$ 33,632,000.00
DEBENTURE BONDS.				
C. & N. W. Ry., 25 years Deb. of 1900	July 1, 1884	Nov. 1, 1909	\$ 6,000,000.00	\$ 4,000,000.00
C. & N. W. Ry., 20 year debentures	Feb. 28, 1891	April 15, 1921	10,000,000.00	5,000,000.00
C. & N. W. Sinking Fund, Deb. of 1933	May 1, 1883	May 1, 1933	10,000,000.00	10,000,000.00
				\$ 19,000,000.00
Grand total.				\$116,049,000.00

\*These bonds issued in place of First Mortgage bonds of road, the accounts of which are included in this report.

\*These bonds issued in place of First Mortgage bonds of road, the accounts of which are not included in this report.

Amount of funded debt representing the road in Iowa (proportional), \$30,641,435.78.

## DEBT.

## OBLIGATIONS, AND INCOME BONDS.

Amount outstanding.	Amount realized on cash issued.	INTEREST.			
		Rate.	When payable.	Amount accrued during the year.	Amount paid during the year.
\$ 700,000.00		7 Feb.	1-Aug.	\$ 40,000.00	\$ 40,157.50
129,000.00		7 Feb.	1-Aug.	9,630.00	8,995.00
582,000.00		7 Feb.	1-Aug.	40,740.00	40,222.50
492,500.00		7 Jan.	1-July	28,175.00	28,437.50
1,700,000.00		7 Jan.	1-July	119,000.00	120,120.00
132,000.00		7 Mar.	1-Sept.	9,240.00	9,170.00
1,350,000.00		8 April	1-Oct.	108,000.00	100,200.00
720,000.00		6 Jan.	1-July	43,200.00	43,200.00
12,340,000.00		7 June	1-Dec.	863,520.00	855,837.50
1,600,000.00		6 March	1-Sept.	96,000.00	97,320.00
1,528,000.00		6 May	1-Nov.	91,680.00	90,870.00
750,000.00		6 May	1-Nov.	45,000.00	45,000.00
400,000.00		7 Jan.	1-July	28,000.00	27,650.00
160,000.00		7 Jan.	1-July	11,200.00	11,200.00
600,000.00		7 Feb.	1-Aug.	42,000.00	42,070.00
1,065,000.00		6 March	1-Sept.	63,000.00	63,000.00
1,800,000.00		7 May	1-Nov.	111,440.00	111,335.00
2,000,000.00		6 May	1-Nov.	120,000.00	120,000.00
200,000.00		7 March	1-Sept.	14,000.00	14,000.00
100,000.00		7 March	1-Sept.	7,000.00	7,000.00
150,000.00		7 April	1-Oct.	10,500.00	10,500.00
1,600,000.00		5 March	1-Sept.	80,000.00	79,700.00
760,000.00		7 June	1-Dec.	53,830.00	53,445.00
1,500,000.00		5 March	1-Sept.	75,000.00	74,475.00
3,150,000.00		7 April	1-Oct.	220,500.00	220,587.50
2,607,000.00		7 June	1-Dec.	188,700.00	190,295.00
12,788,000.00		7 Feb.	1-May	803,681.83	885,894.34
2,332,000.00		7 Aug.	1-Nov.	163,240.00	163,870.00
4,241,000.00		7 May	1-Nov.	296,870.00	301,029.00
3,500,000.00		7 June	1-Dec.	245,000.00	240,130.00
		March	1-Sept.		
\$ 60,733,500.00	\$ 23,587,589.05			\$4,127,536.83	\$4,124,080.83
\$ 6,305,000.00	6,364,346.67	6 April	1-Oct.	\$ 378,300.00	\$ 379,590.00
7,880,000.00	8,100,675.00	6 April	1-Oct.	395,449.99	399,000.00
8,397,000.00		4 Feb.	15-Aug.	211,623.77	
*13,235,000.00	17,605,850.31	4 Feb.	15-Aug.	494,134.31	600,764.78
\$ 32,817,000.00				\$1,470,508.07	\$1,440,234.78
\$ 4,000,000.00	3,807,554.83	5 May	1-Nov.	\$ 200,000.00	195,575.00
5,000,000.00	5,000,000.00	5 April	15-Oct.	73,140.97	10,640.98
10,000,000.00	9,150,000.00	5 May	1-Nov.	500,000.00	507,450.00
\$ 10,000,000.00				\$ 773,140.97	\$ 713,665.98
\$112,570,500.00	\$ 50,618,005.86			\$6,380,185.87	\$6,278,001.50
Less interest collected on bonds deposited with the trustee in place of bonds issued by C. & N. W. Ry. Co., (the interest of which latter is included in the above).					494,134.31
Amount of coupons, from sundry matured bonds, cancelled.					3,554.50
					\$ 497,679.81
					\$5,882,506.06
					\$5,783,867.28



## B. STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	DEFERRED PAYMENTS— PRINCIPAL.		DEFERRED PAYMENTS— INTEREST.	
	Original amount.	Amount out- standing.	Amount ac- rued dur- ing year.	Amount paid during year
Miscellaneous obligations.....	\$ 33,632,000.00	\$ 32,817,000.00	\$ 1,479,508.07	\$ 1,440,254.78
Less credit to interest.....			494,134.31	494,134.31
Total miscellaneous obligations	\$ 33,632,000.00	\$ 32,817,000.00	\$ 985,373.76	\$ 946,120.47

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstand- ing.	INTEREST.	
			Amount ac- rued dur- ing year.	Amount paid during year
Mortgage bonds.....	\$ 63,417,000.00	\$ 60,753,500.00	\$ 4,127,536.83	\$ 4,124,080.83
Miscellaneous obligations.....	33,632,000.00	32,817,000.00	985,373.76	946,120.47
Debenture bonds.....	19,000,000.00	19,000,000.00	773,140.97	713,665.28
Amount of coupons from old matured bonds—cancelled.....			3,545.50	
Total.....	\$ 116,049,000.00	\$ 112,570,500.00	\$ 5,882,506.06	\$ 5,783,867.28

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 1,324,186.51
Bills receivable.....	114,695.20
Due from agents and conductors....	1,466,772.55
Due from solvent companies and individuals.....	85,173.72
Due from U. S. government.....	307,531.58
Total.....	\$ 3,298,359.56

Materials and supplies on hand, \$1,950,532.01.

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Audited vouchers and accounts.....	\$ 835,715.13
Wages and salaries.....	1,142,086.27
Net traffic balances due to other companies.....	200,068.05
Dividends not called for.....	41,884.75
Matured interest coupons unpaid (including coupons due July 1).....	324,692.62
Rentals due July 1 (Albany bridge).....	6,000.00
Balance—cash assets.....	747,013.34
Total.....	\$ 3,298,359.56

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

(Including proprietary companies, whose operations are embraced in this report.)

ACCOUNT.	Total amount out- standing.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.		REMARKS.
		To railroads.	To other properties.	Miles.	Amount.	
Capital stock.....	\$ 66,522,820.53	\$ 66,287,820.53	\$ 235,000.00	427,307	\$15,512.93	
Bonds—["grand total"]..	112,570,500.00	112,570,500.00		427,307	26,344.17	
Equipment trust obliga- tions.....	Nothing.					
Total.....	\$179,093,320.53	\$178,858,320.53	\$ 235,000.00	427,307	\$41,857.10	

## B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

(Trackage rights excluded), the operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Chicago & Northwestern R'y Co. and proprietary companies whose opera- tions are included in this report.....	\$ 66,287,820.53	\$112,570,500.00	\$2,550,446.22	\$181,408,766.75	427,307	\$ 42,453.97
Grand total.....	\$ 66,287,820.53	\$112,570,500.00	\$2,550,446.22	\$181,408,766.75	427,307	\$ 42,453.97
Grand total for Iowa (pro- portional).....	18,043,394.98	30,641,435.78	604,225.69	49,379,056.45	116 3-12	42,453.97



## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
<b>CONSTRUCTION—</b>				
Right of way.....	\$ 632,001.78	Details cannot be given.	Details cannot be given.	\$
Other real estate.....	None			
Fences.....	47,397.69			
Grading and bridge and culvert masonry.....	666,704.65			
Bridges and trestles.....	214,173.74			
Rails.....	469,018.87			
Ties.....	163,419.45			
Other superstructure.....	117,167.78			
Buildings furniture and fixtures.....	284,151.21			
Shop machinery and tools.....	405.42			
Engineering expenses.....	30,033.44			
Interest during construction.....	None			
Discount on securities sold for construction.....	14,381.06			
Telegraph line.....	None			
Wharfing, etc.....	Cr. 52.88			
Sidings and yard extensions.....	622,324.90			
Terminal facilities and elevators.....	None			
Road built by contract.....	None			
Purchase of constructed road.....	None			
Other items.....	164,805.91			
Total construction.....	\$ 3,419,428.93	\$127,371,792.89	\$130,791,221.82	\$
Less credit to cost of road for bonds retired and canceled.....			272,000.00	
Balance cost of road as per balance sheet.....			\$130,519,221.82	\$30,544.60
<b>EQUIPMENT—</b>				
Locomotives.....	\$ 393,490.50	Details cannot be given.	Details cannot be given.	\$
Passenger cars.....	14,397.22			
Sleeping, parlor and dining cars.....	None			
Baggage, express and postal cars.....	None			
Combination cars.....	None			
Freight cars.....	126,974.09			
Other cars of all classes.....	None			
Floating equipment.....	None			
Total equipment.....	\$ 534,831.90	\$ 27,066,097.10	\$ 28,401,529.00	\$ 6,967.70
Grand total cost construction, equipment, etc.....	\$ 3,954,360.83	\$155,328,480.90	\$159,010,750.82	\$ 37,212.30
Total cost of construction, equipment, etc., State of Iowa (proportional).....	\$ 1,676,341.51	\$ 42,505,766.75	\$ 43,282,367.12	\$ 37,212.30

On the old and more completed portions of the road petty expenditures for construction amounting to less than \$250.00 each are charged to Operating Expenses.

## INCOME ACCOUNT.

Gross earnings from operation.....	\$ 28,090,517.95
Less operating expenses.....	17,633,035.00
Income from operation.....	\$ 10,457,481.95
Dividends on stock owned.....	216,243.00
Interest on bonds owned.....	493.05
Miscellaneous income.....	42,395.04
Income from other sources.....	\$ 259,101.09
Total incomes.....	\$ 10,716,583.04
<b>DEDUCTIONS FROM INCOME:</b>	
Interest on funded debt accrued.....	\$ 5,882,506.06
Taxes (taxes paid in Iowa, \$215,851.01).....	870,218.73
Other deductions, sinking funds.....	201,301.20
Total deductions from income.....	\$ 6,954,025.99
Net income.....	\$ 3,762,557.05

Dividends, six per cent, common.....	\$ 1,882,494.00
Dividends, seven per cent, preferred stock.....	1,563,310.00
Total.....	\$ 3,445,804.00
Surplus from operations of year ending June 30, 1891.....	316,733.03
Surplus on June 30, 1890.....	5,301,843.51
Surplus on June 30, 1891.....	5,621,596.56

## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEMS	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
<b>PASSENGER—</b>			
Passenger revenue.....	\$1,700,325.22		
Less repayments:			
Tickets redeemed.....		\$ 4,007.93	
Excess fares refunded.....		29,148.06	
Total deductions.....		\$ 33,155.99	
Total passenger revenue.....			\$ 1,667,167.23
Mail.....			167,668.94
Express.....			99,381.30
Extra baggage and storage.....			31,363.50
Other items (train and station privileges).....			2,801.80
Total passenger earnings.....			\$ 1,968,562.86
<b>FREIGHT—</b>			
Freight revenue.....	\$5,325,190.25		
Less repayments:			
Overcharge to shippers.....		\$ 89,451.58	
Other repayments.....		3,066.96	
Total deductions.....		\$ 93,418.54	
Total freight revenue.....			\$ 5,231,780.71
Other items (storage and demurrage).....			753.62
Total revenue.....			\$ 5,232,534.33
Less repayments.....			93.31
Total freight earnings.....			\$ 5,232,441.02
Total passenger and freight earnings.....			\$ 7,201,004.18
<b>OTHER EARNINGS FROM OPERATION—</b>			
Rents from tracks, yards and terminals.....			\$ 5,133.89
Rents not otherwise provided for.....			1.00
Total revenue.....			\$ 5,134.89
Less repayments.....			
Other sources.....			\$ 1,403.24
Total revenue.....			\$ 1,403.24
Less repayments.....			19.73
Total other earnings.....			\$ 1,383.51
Total gross earnings from operation—Iowa.....			\$ 11,715.85
Total gross earnings from operation—entire line.....			\$ 7,212,720.03
Total gross earnings from operation—entire line.....			\$ 28,090,517.95



## STOCKS OWNED.

(Of companies not embraced in this report.)

NAME.	Total par value.	Rate.	Income or dividend received.
Common stock, Chicago, St. Paul, Minneapolis & Omaha R'y Co.	\$ 9,320,000.00		
Preferred stock, Chicago, St. Paul, Minneapolis & Omaha R'y Co.	5,380,000.00	4	\$ 215,200.00
Common stock, Sioux City & Pacific Railroad Co.	1,805,100.00		
Preferred stock, Sioux City & Pacific Railroad Co.	15,600.00	7	1,043.00
Stock of Fremont, Elkhorn & Missouri Valley Railroad Co.	30,370,000.00		
Stock of Missouri Valley & Blair R'y and B. Co.	1,085,000.00		
Stock of Sioux City Bridge Co.	202,000.00		
Stock of Chicago Union Transfer R'y Co. (subscription to).	80,000.00		
Total.	\$ 48,348,600.00		\$ 216,243.00

## BONDS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Chicago, Iowa & Dakota Railway, first mortgage bonds	\$ 53,000.00		
Clifton Heights Land Company bonds	7,698.80	6 and 7	493.05
Escanaba, Iron Mountain & Western Railroad Company, first mortgage bonds	1,350,000.00		
Total.	\$ 1,390,698.80		\$ 493.05

## RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY USING PROPERTY LEASED.	ITEM.	TOTAL.
TRACKS	Onalaska to Marshland.	G. B. W. & St. P. R. R.	\$ 2,405.58	
	Marshland to Winona.	G. B. W. & St. P. R. R.	8,127.97	
	City of Zumbrota.	D. R. W. & S. W. R'y Co.	830.52	
Sidings.	City of Council Bluffs, Ia.	C. B. & Q. R. R. Co.	189.40	
Sidings.	City of Council Bluffs, Ia.	C. R. I. & P. R. R. Co.	189.40	
Sidings.	City of Cedar Rapids, Ia.	C. M. & St. P. R'y Co.	69.48	
Sidings.	City of Milwaukee.	C. M. & St. P. R'y Co.	450.00	
Sidings.	City of What Cheer, Ia.	What Cheer Coal Co.	685.52	
Total.				\$ 12,947.87
BRIDGES.	Bridge across Mississippi river at Clinton.	C. B. & Q. R. R. Co.	\$ 20,000.00	
Total.				20,000.00
Grand total rents received				\$ 32,947.87

## MISCELLANEOUS INCOME.

ITEM.	GROSS INCOME.	LESS EXPENSES.	NET MISCELLANEOUS INCOME.
Interest on notes, call loans, discounts on accounts payable etc.	\$ 44,764.64	\$ 2,309.60	\$ 42,365.04
Total carried to income account.			
RECEIPTS AND EXPENDITURES ACCOUNT OF THE PROPERTIES AS LISTED IN PROPERTY OPERATED, VIZ:—			
Minnesota Land Grant	\$ 207,058.23	\$ 21,584.33	245,473.70
Michigan Land Grant	135,630.19	39,541.74	99,088.45
Wisconsin Land Grant	20,138.88	14,343.03	5,795.85
Western Iowa Lot Company	50,074.34	24,140.83	34,333.51
Pioneer Town Site Company	68,754.59	22,153.67	46,600.92
Consolidation Coal Company	382,358.27	358,454.21	23,904.06
Total.	\$ 933,014.50	\$ 477,218.01	\$ 455,796.49

## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES—			
Repairs of roadway	\$ 501,785.49	\$ 1,112,175.03	\$ 1,703,960.52
Renewals of rails	79,130.34	148,714.01	227,844.35
Renewals of ties	182,587.99	343,147.06	525,735.05
Repairs of bridges and culverts	135,778.40	251,417.10	387,195.50
Repairs of fences, road crossings, signs and cattle guards	37,354.52	70,202.41	107,556.93
Repairs of buildings	118,448.08	223,607.68	341,055.66
Repairs of docks and wharves		37,085.87	37,085.87
Repairs of telegraph	9,020.66	18,644.45	28,565.11
Total.	\$ 1,153,006.38	\$ 2,304,894.21	\$ 3,357,900.59
MAINTENANCE OF EQUIPMENT—			
Repairs and renewals of locomotives	\$ 225,577.42	\$ 907,272.51	\$ 1,132,849.93
Repairs and renewals of passenger cars	387,641.97		387,641.97
Repairs and renewals of freight cars		1,329,643.41	1,329,643.41
Repairs and renewals of ferry boats, tugs, floats and barges	323.24	607.49	930.73
Shop machinery, tools, etc.	29,196.24	54,870.10	84,066.34
Total.	\$ 642,738.87	\$ 2,302,393.51	\$ 2,935,132.38
CONDUCTING TRANSPORTATION—			
Wages of enginemen, firemen and roundhousemen	\$ 710,601.26	\$ 1,335,472.04	\$ 2,046,073.30
Fuel for locomotives	669,673.39	1,296,141.14	1,965,814.53
Water-supply for locomotives	37,324.79	70,808.27	108,033.06
All other supplies for locomotives	32,154.33	67,946.81	104,101.14
Wages of other trainmen	458,340.22	1,331,553.11	1,589,893.33
All other train supplies	126,822.08	90,079.20	226,901.28
Wages of switchmen, flagmen and watchmen	273,907.31	514,769.97	788,677.28
Expense of telegraph, including train dispatchers and operators	126,077.62	236,044.62	363,022.24
Wages of station agents, clerks and laborers	650,773.25	1,223,033.99	1,873,807.24
Station supplies	30,012.43	56,404.00	86,416.43
Switching charges—balance		72,359.08	72,359.08
Car mileage—balance	44,171.04	172,401.91	216,602.95
Loss and damage	12,032.26	132,432.84	144,465.10
Injuries to persons	105,130.07	196,632.95	301,773.02
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies	708.44	1,444.17	2,212.61
Total.	\$ 3,302,178.49	\$ 5,008,543.20	\$ 9,010,721.69



## OPERATING EXPENSES—CONTINUED.

ITEM.	Chargeable to passenger rates.	Chargeable to freight traffic.	Total.
<b>GENERAL EXPENSES—</b>			
Salaries of officers.....	\$ 60,316.37	\$ 113,355.80	\$ 173,672.23
Salaries of clerks.....	106,090.21	199,336.07	305,426.28
General office expenses and supplies.....	38,913.00	73,131.35	112,044.35
Agencies, including salaries and rent.....	76,265.14	143,329.28	219,594.42
Advertising.....	28,228.60	53,051.57	81,280.17
Commissions.....	53,092.95	54,422.89	107,515.84
Insurance.....	792.01	1,489.59	2,282.20
Expenses of fast freight lines.....		1,431.52	1,431.52
Expense of traffic associations.....	5,490.46	47,979.82	53,470.28
Expense of stock yards and elevators.....		828.40	828.40
Rents for tracks, yards and terminals.....	18,328.86	34,446.44	52,775.30
Rents not otherwise provided for.....	4,229.46	7,948.65	12,178.11
Legal expenses.....	44,060.00	83,933.13	128,563.73
Stationery and printing.....	61,803.20	116,319.31	178,212.51
<b>Total.....</b>	<b>\$ 498,277.46</b>	<b>\$ 931,003.88</b>	<b>\$ 1,429,281.34</b>
<b>RECAPITULATION OF EXPENSES—</b>			
Maintenance of way and structures.....	1,153,006.38	2,204,804.21	3,357,810.59
Maintenance of equipment.....	642,738.87	2,292,393.51	2,935,132.38
Conducting transportation.....	3,302,178.49	6,608,543.20	9,910,721.69
General expenses.....	498,277.46	931,003.88	1,429,281.34
<b>Grand total.....</b>	<b>\$ 5,596,201.20</b>	<b>\$ 12,036,834.80</b>	<b>\$ 17,633,036.00</b>
Percentage of expenses to earnings—entire line.....	\$ 60.66	\$ 60.02	\$ 62.77
<b>OPERATING EXPENSES—STATE OF IOWA—</b> (Proportional on basis of miles of road.)			
Maintenance of way and structures.....	\$ 313,845.73	\$ 600,167.22	\$ 914,012.95
Maintenance of equipment.....	174,952.07	623,984.34	798,936.41
Conducting transportation.....	898,845.52	1,798,830.53	2,697,676.05
General expenses.....	135,630.00	253,417.15	389,047.15
<b>Total.....</b>	<b>\$ 1,523,273.32</b>	<b>\$ 3,276,399.24</b>	<b>\$ 4,799,672.56</b>
Percentage of proportional expenses to earnings—Iowa.....	\$ 77.15	\$ 62.55	\$ 66.54
Operating expenses per mile of road.....			\$ 4,126.17
Operating expenses per train mile.....			\$ 80.657
Proportion of operating expenses and taxes for Iowa.....			5,036,544.13
Percentage of expenses to earnings.....			62.75
Net earnings per train mile.....			\$ 47.830
Percentage of net earnings to stock and funded debt.....			5.84
Percentage of net earnings to cost of road and equipment.....			6.58
Surplus at the commencement of the year.....			5,304,843.51
Surplus at the close of the year.....			5,621,506.56
Amount of its own stock owned by the company.....			10,000,822.61

## FENCING IN IOWA.

How many miles of fencing on your road in Iowa? 1,099.59.  
 How many miles of unfenced road in Iowa? There are about sixty miles of unfenced road in Iowa, including station grounds. Fence is built as fast as needed.  
 What is the average cost per mile of fencing? No data.  
 What is the total cost of the same? No data.  
 How many miles of new fencing built during the year? About one quarter of a mile.

## B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY OWNING PROPERTY LEASED.	ITEM.	TOTAL.
<b>TRACKS.....</b>	Grand Crossing to La Crosse, Ill. City of Waters Meet, Mich. Pd. F.E.H. & M.V.R.R. of track Sidings at Lindwren, Wis. Sidings at Spars in Oshkosh.	G. B. W. & St. P. Ry. Co. .... M. L. S. & W. Ry. Co. .... Blair to Omaha..... Chl. Mil. & St. P. Ry. Co. .... Oskosh Trans. Co. ....	\$ 1,437.84 439.36 7,793.91 1,000.00 6,000.25	
<b>Total.....</b>				\$ 16,770.36
<b>YARDS—none</b>				
<b>BRIDGES.....</b>	Bridge over Mississippi River at Clinton.....	Albany R. R. Bridge Co. ....	12,000.00	
<b>Total.....</b>				12,000.00
<b>TERMINALS.....</b>	U. P. Transfer Station, Council Bluffs, Iowa..... Shea & George Dock, at Milwaukee, Wis.....	Union Pacific..... Shea & George.....	4,400.00 19,604.94	
<b>Total.....</b>				24,000.94
		<b>Grand Total Rents—B. ....</b>		<b>\$ 52,775.30</b>

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891	
			Increase.	Decrease.
Cost of road.....	\$130,519,221.82	\$127,371,702.89	3,147,528.93	
Cost of Equipment.....	28,491,529.00	27,956,697.10	534,831.90	
Stocks of other companies owned.....	12,074,173.50	12,046,913.50	27,260.00	
Bonds of other companies owned.....	1,316,646.66	40,638.89	1,276,007.77	
Other permanent investments.....	650,000.00	422,793.75	227,206.25	
Cost of property Consolidation Coal Co., Western Town Lot Co. and Pioneer Townsite Co.....	608,430.13	532,478.40	55,951.73	
Bonds of F. E. & M. V. R. R. and Wyo. Cent. Ry deposited as security for all the amount of bonds issued by C. & N. W. Ry Co.....	15,235,000.00	11,015,000.00	2,220,000.00	
C. & N. W. Ry Consol. S. F. bonds on hand.....	1,000.00	21,000.00		20,000.00
Cash and current assets.....	3,208,359.56	2,497,325.20	801,034.36	
Costs of stocks of proprietary companies where operations are embraced in this report.....	237,500.00	247,875.00		10,375.00
<b>OTHER ASSETS—</b>				
Materials and supplies.....	1,050,532.01	2,071,297.20		120,765.19
Sinking fund, trustees of.....	5,611,441.30	4,747,070.00	864,371.30	
<b>Grand total.....</b>	<b>\$197,903,833.88</b>	<b>\$188,991,781.93</b>	<b>\$ 8,902,051.95</b>	



## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital Stock.....	\$ 66,532,820.53	\$ 66,532,820.53		\$ 10,000.00
Subscription to stock of Pain River Ry. Co.....	375.00			375.00
Funded Debt.....	104,985,500.00	112,570,500.00	7,585,000.00	
Current Liabilities.....	2,775,088.23	2,550,446.22		224,642.01
Notes, Consolidated Coal Co. for coal lands, maturing in 1891.....	125,000.00			125,000.00
Accrued interest on funded debt not yet payable.....	1,272,814.82	1,377,318.10	104,503.28	
F. E. & M. V. R. R. Co.....	1,038,775.88	897,038.09		141,736.91
Mo. Val. & B. Ry. & B. Co.....		314,251.5	314,251.85	
Sinking Fund installment paid.....	4,747,970.00	4,972,271.20	224,301.20	
Accretion to Sinking Fund.....		639,170.00	639,170.00	
PROFIT AND LOSS—				
Surplus—Railroad Income.....	5,304,843.51	5,621,596.56	316,753.05	
C. & N. W. Ry. Co. 5 per cent Bonds of 1879 redeemed and cancel'd.....	136,000.00			136,000.00
Surplus—Consolidation Coal Co.....	97,107.96	121,072.02	23,964.06	
Surplus from land grant, lands and town lots less deferred payments on same.....	1,975,426.88	2,704,319.31	728,892.43	
Grand Total.....	\$188,991,781.93	\$197,950,833.88	\$ 9,002,951.95	\$.....

## IMPORTANT CHANGES DURING THE YEAR—STATE OF IOWA.

No extensions of road put in operation in Iowa.  
No decrease in mileage in Iowa.

## IMPORTANT PHYSICAL CHANGES IN IOWA.

During the year considerable work has been done in the construction of sidings, the construction and improvement of buildings and bridges, also upon the second track now in process of construction from Clinton to Otis, Iowa, a distance of about seventy-six miles.

No leases taken or surrendered.

No consolidations or reorganizations effected in Iowa.

The outstanding capital stock has been decreased during the year by the absorption of the Junction Railway, Illinois..... \$ 10,000.00  
Pain River Railway, Michigan, Sub..... 375.00

Total..... \$ 10,375.00

The bonded debt has been increased during the year by the issue of bonds as follows:

Chicago & North-Western Railway Company, 4 per cent ext. bonds..... \$ 2,720,000.00  
Chicago & North-Western Railway Company 30 year deb. bonds..... 5,000,000.00  
Chicago & North-Western Railway Company consol S. F. bonds..... 1,000.00

Total..... \$ 7,721,000.00

And has been decreased by the cancellation of \$136,000 of Chicago & North-Western Railway consolidated S. F. 5 per cent bonds of 1879, for account of the sinking fund, making a net increase of \$7,585,000.

The following financial changes have taken place during the year: The making by this company of an agreement with the Union Trust Company of New York, dated February 28, 1891, providing for an issue of not exceeding \$10,000,000 of debenture bonds, known as Chicago & North-Western Railway Company 30 year debenture bonds, to provide for the construction of second track, and for the equipment and improvement of the company's lines.

\*NOTE—\$2,220,000 of this amount was issued for a like amount of bonds issued by the F. E. & M. V. R. R. Co., and Wyoming Central Railway Company, and deposited with the trustees as collateral.

The making of a trust deed of the Union Trust Company of New York, trustee, bearing date April 1, 1891, covering line from Wall Lake to Kingsley, Iowa, given to secure \$1,411,000 of first mortgage bonds, Iowa divisional, to be issued to retire a like amount of bonds maturing hereafter. An increased ownership of stocks of other companies, to-wit:

Sioux City & Pacific Railroad, common stock.....	\$ 7,100.00
Sioux City & Pacific Railroad, preferred stock.....	700.00
F. E. & M. V. R. R.....	5,320,000.00
Sioux City bridge.....	127,500.00
Chicago Union Transfer Railway (subscriptional).....	80,000.00
Total.....	\$ 3,525,300.00

Less:—  
Stock of Wyoming Central Railway Company surrendered in exchange for stock of the F. E. & M. V. R. R. Co., under the terms of consolidation..... \$ 2,100,000.00  
Stock of South Dakota Western Railway Company dropped from the accounts. The property and franchises of which company were sold to the F. E. & M. V. Road..... 5,000.00 \$ 2,105,000.00  
Net increase..... \$ 3,420,300.00

An increased ownership of bonds of other companies, to-wit:—  
Escanaba, Iron Mountain & Western Railway first mortgage bonds..... 1,350,000.00  
An increase in the sinking fund account, made up by—  
Installment to Madison Ext. S. F..... 23,000.00  
Installment to Menominee Ext. S. F..... 20,000.00  
Installment to N. W. Union..... 15,000.00  
Installment to W. & St. P. Ext..... 21,000.00  
Installment to five per cent S. F. of 1879..... 143,301.20

And the bringing upon the books of the company the accretions of interest to the various sinking funds, amounting to \$630,170.

## EXPRESS COMPANIES.

By an agreement with the American Express Company, of date February 27, 1890, to be in force for five years from February 1st, 1890, the Chicago and Northwestern Railway Company agrees to transport the freight of the Express Company over all lines operated by the Railway Company, except between Chicago and Milwaukee, for an annual payment of \$380,000.00, for an estimated limited tonnage, and an agreed schedule of rates for any exceptional excess of tonnage.

The company transports mails over any route on its lines when ordered by the United States Postoffice Department.

The company receives such compensation for its services as is from time to time fixed.

## SLEEPING, PARLOR OR DINING CARS.

Sleeping cars owned by the Wagner Palace Car Company are run on this company's lines. The car company fixes and collects the charges from passengers for accommodations in same. The Chicago & Northwestern Railway Company keeps the exterior of the cars in good order and furnishes fuel and lights. Parlor cars are not run in Iowa. Dining cars are owned by Chicago & Northwestern Railway Company, meals on which are furnished at 75 cents each.

## FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

The cars of all transportation companies or lines are allowed to run over this company's lines paying the regular rates and receiving mileage, and their freight having no preference over other freight of like class.

## OTHER RAILROAD COMPANIES.

The Chicago, Burlington & Quincy Railroad Company, whereby that company acquires the joint use of bridge over the Mississippi River at Clinton, Iowa, at annual rental of \$20,000. With Chicago, Burlington & Quincy Railroad Company, and Chicago, Rock Island & Pacific Railroad Company, whereby these companies acquire the joint use with the Chicago & Northwestern Railway Company, of certain sidings in the city of Council Bluffs, Iowa. With Union Pacific Railway Company, agreement of October 18th, 1889, for the establishment of a joint through line over the lines of the contracting parties, to be in force ten years from November 1st, 1889.

## STEAMBOAT OR STEAMSHIP COMPANIES.

This company has no contracts with steamboats or steamship companies.

## TELEGRAPH COMPANIES.

By contract with the Western Union Telegraph Company all lines of road operated by this company, are afforded telegraph facilities. This company having certain wires or rights to their use for the business of the railway company, commercial business being done by the telegraph company.



## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	FROM—	TO—	MILES.				
C. R. & Mo. Riv. R. R., 1st div., first mortg.	Cedar Rapids, Iowa	Marshalltown, Iowa	70.00	10,000.00			
C. I. & N. R. R., first mortgage	Clinton, Iowa	Cedar Rapids, Iowa	81.30	1,586.71			
C. R. & Mo. Riv. R. R., 2d div., first mortg.	Marshalltown, Iowa	Des Moines river	54.60	10,659.34			
Maple River R. R., first mortgage	Clinton, Iowa	Lyons					
Chicago & Milwaukee R'y, first mortgage	Maple River Junction	Mapleton, Iowa	60.15	6,601.60			
Peninsula R. R. first mortgage	Chicago	Milwaukee	85.00	20,000.00			
Iowa Midland R'y first mortgage	Escanaba, Minn.	Negaunee, Mich.	108.85	1,212.68			
Escanaba & Lake Sup. R'y, first mortgage	Lyons, Iowa	Anamosa, Iowa	70.97	19,047.48			
	Nanenta, Mich.	Metropolitan, Mich.	43.30	16,698.17			
	Chicago	Ishpeming, Mich.					
	(Including branches	to mines.)					
	Chicago	Mo. River, opp. Omaha.					
	Chicago	Freeport, Ill.					
	Chicago	Fon du Lac, Wis.					
	Belvidere	Winona, Minn.					
C. & N. W., general consolidated—gold	Elgin, Ill.	Lake Geneva, Wis.	1,669.02	7,381.19			
	Kenosha, Wis.	Rockford, Ill.					
	Clinton, Iowa	Anamosa, Iowa					
	Stanwood, Iowa	Tipton, Iowa					
	Geneva, Ill.	Batavia, Ill.					
	Geneva, Ill.	St. Charles, Ill.					
	Chicago South Branch	Track					
	Montrose Cut off Track.						
	Milwaukee, Wis.	Madison, Wis.	82.00	19,512.20			
	Galena, Ill.	Woodman, Wis.					
	Montfort, Wis.	Madison, Wis.	151.76	15,010.54			
	Ipswich, Wis.	Platteville, Wis.					
	Lancaster Junction	Lancaster					
	Powers, Mich.	Quinnesec, Mich.	24.71	16,187.77			
	Quinnesec, Mich.	Wisconsin State Line	6.37	25,117.74			
	Des Moines, Iowa	Jewel Junction, Iowa	57.34	10,463.90			
	Dakota Cent. R'y, 1st mort. (W. & St. P. con.)	Watertown, South Dak.	71.00	15,000.00			
	W. & St. P. R. R., 2d (now 1st) mortgage	Winona, Minn.	139.00	11,453.21			
	Dakota Cent. R'y, 1st mort. (southeast div.)	Iroquois, South Dakota	125.49	15,937.46			
	Roch. & No. Minn. R'y, first mortgage	St. Peter, Minn.	24.48	8,109.93			
	Plainview R. R., first mortgage	Hawarden, Iowa	15.01	6,662.22			
	Minnesota Valley R'y, first mortgage	Zumbota, Minn.	24.40	6,147.54			
	Ott. C. F. & St. P. R'y, first mortgage	Plainview, Minn.	64.00	25,300.00			
	C. R. & Mo. Riv. R. R., mortgage of 1884	Sleepy Eye, Minn.	122.00	6,303.28			
	Northern Illinois R'y, first mortgage	Belle Plaine, Iowa	75.78	19,926.10			
	Madison extension, 1st mortg., sinking fund.	Cedar Rapids, Iowa	129.10	24,399.60			
	Menominee ext., 1st mortg., sinking fund.	Belvidere, Ill.	114.10	23,647.16			
		Madison, Wis.					
		Ft. Howard, Wis.					
		Escanaba, Mich.					
		Negaunee, Mich. and iron mines.					
C. & N. W. R'y Consolidated Sinking Fund Currency	Chicago	Clinton, Iowa	788.20	16,198.52			
	Chicago	Freeport, Ill.					
	Belvidere, Ill.	Madison, Wis.					
	Elgin, Ill.	Richmond, Ill.					
	Rockford, Ill.	Kenosha, Wis.					
	Des Moines river	Mo. river, opp. Omaha	149.60	15,588.23			
	St. Peter, Minn.	Watertown, South Dak.	183.98	23,051.42			
	Milwaukee, Wis.	Fond du Lac, Wis.	62.63	55,883.76			
	Issued on pledge of collateral bonds, which are secured by first mortgages (maturing same date as this mortgage) on lines as follows:						
	Mapleton, Iowa	Onawa, Iowa					
	Lake City, Iowa	Wall Lake, Iowa					
	Columbia, South Dak.	Oakes, North Dakota					
	Redfield, South Dakota	Gettysburg, South Dak.					
	Doland, South Dakota	Groton, South Dakota					
	Janesville, Wis.	Evansville, Wis.					
	Kingsley, Iowa	Mobile, Iowa	317.29	17,009.67			
	Cedar Rapids, Iowa	Cut off					
	Iron River, Mich.	Watersmeet, Mich.					
	Ishpeming, Mich.	Michigan and Bro.					
	Lake Geneva, Wis.	Williams Bay, Wis.					
	Montrose, Ill.	North Evanston, Ill.					
	Crystal Falls, Minn.	Hemlock Mine, Mich.					
	And for bonds of other companies, deposited with trustee as collateral, viz:						
	Fremont, Elkhorn & Mo. Valley R. R. Co. Consolidated Bonds						\$ 10,675,000
	Wyoming Central R'y Co. first mortgage bonds						2,590,000
	Issued on pledge of collateral bonds, which are secured by trust mortgages (maturing same date as this mortgage) on lines as follows:						
	Tracy, Minn.	Dakota State Line					
	Eyota, Minn.	Charfield, Minn.					
	Stanwood, Iowa	Tipton, Iowa					
	Michigan State Line	Near Spread Eagle					
	to Wisconsin State Line	Near Stager					
	Sheboygan, Wis.	Princeton, Wis.					
	Janesville, Wis.	Afton, Wis.					
	Carroll, Iowa	Kirkman, Iowa	1,041.50	13,619.78			
	Manning, Iowa	Audubon, Iowa					
	Wisconsin State Line	Iron River, Mich.					
	Stager, Mich.	Crystal Falls					
	Branches to mines						
	Trempealeau	Galesville, Wis.					
	Seymour, Ill.	Cortland, Ill.					
	Tama, Iowa	Elmore, Iowa					
	Eagle Grove, Iowa	Hawarden, Iowa					







## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	6,899,147.94
Passenger and freight revenue per mile of road.....	5,031,58.740
Passenger and freight earnings.....	7,391,004.18
Passenger and freight earnings per mile of road.....	6,191.11.027
Gross earnings from operation.....	7,212,720.03
Gross earnings from operation per mile of road.....	6,201.18.305
Expenses (proportional on basis of miles of road).....	4,799,672.56
Expenses per mile of road.....	4,126.54.976

## TRAIN MILEAGE:

Miles run by passenger trains.....	1,945,627
Miles run by freight trains.....	4,248,332
Miles run by mixed trains.....	298,616
Total mileage trains earning revenue.....	6,492,575
Miles run by switching trains.....	1,468,592
Miles run by construction and other trains.....	263,879
Grand total train mileage.....	8,225,046
Mileage of loaded freight cars—north or east.....	33,814,992
Mileage of loaded freight cars—south or west.....	29,413,062
Mileage of empty freight cars—north or east.....	11,300,936
Mileage of empty freight cars—south or west.....	15,937,637
Average number of freight cars in train.....	19.9
Average number of loaded cars in train.....	13.9
Average number of empty cars in train.....	6
Average number of tons of freight in train.....	130.92
Average number of tons of freight in each loaded car.....	9.40

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue.....	13,353,379
Number of passengers carried one mile.....	311,054,319
Average distance carried, miles.....	2,329
Total passenger revenue.....	\$ 6,845,761.60
Average amount received from each passenger.....	.51.266
Average receipts per passenger per mile.....	.02.201
Estimated cost of carrying each passenger one mile.....	.01.709
Total passenger earnings.....	7,981,623.24
Passenger earnings per mile of road.....	1,867.68.422
Passenger earnings per train mile.....	1.05.123

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue.....	13,547,496
Number of tons carried one mile.....	1,944,564,045
Average distance haul of one ton, miles.....	144
Total freight revenue.....	\$ 19,980,909.85
Average amount received for each ton of freight.....	1.47.488
Average receipts per ton per mile.....	01.028
Estimated cost of carrying one ton one mile.....	00.619
Total freight earnings.....	20,003,841.78
Freight earnings per mile of road.....	4,680.85.984
Freight earnings per train mile.....	1.40.191

## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	26,826,671.45
Passenger and freight revenue per mile of road.....	6,277.36
Passenger and freight earnings.....	27,985,465.02
Passenger and freight earnings per mile of road.....	6,548.52
Gross earnings from operation.....	28,090,517.95
Gross earnings from operation per mile of road.....	6,573.13
Expenses.....	17,633,036.00
Expenses per mile of road.....	4,126.10

## TRAIN MILEAGE:

Miles run by passenger trains.....	7,363,493
Miles run by freight trains.....	13,581,527
Miles run by mixed trains.....	916,580
Total mileage trains earning revenue.....	318,616.00
Miles run by switching trains.....	6,824,358
Miles run by construction and other trains.....	909,918
Grand total train mileage.....	29,595,876
Mileage of loaded freight cars—north or east.....	88,772,818
Mileage of loaded freight cars—south or west.....	109,637,030
Mileage of empty freight cars—north or east.....	47,270,717
Mileage of empty freight cars—south or west.....	31,454,583
Average number of freight cars in train.....	19.1
Average number of loaded cars in train.....	13.7
Average number of empty cars in train.....	5.4
Average number of tons of freight in train.....	134.1
Average number of tons of freight in each loaded car.....	9.8

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT CLINTON, IOWA, DURING THE YEAR ENDING JUNE 30, 1891.

East bound, number of tons.....	1,091,541
West bound, number of tons.....	579,672
Total tons.....	1,671,213



## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
<b>PRODUCTS OF AGRICULTURE—</b>				
Grain .....	464,932	9,627	474,559	24.45
Flour .....	6,709	8,528	15,037	0.77
Other mill products .....	7,809	6,444	14,253	0.73
Hay .....	45,076	7,475	52,551	2.71
Tobacco .....	595	17	612	0.03
Fruit and vegetables .....	34,902	8,442	43,344	2.23
<b>PRODUCTS OF ANIMALS—</b>				
Live stock .....	288,950	7,517	296,467	15.27
Dressed meats .....	6,802	299	7,101	0.37
Other packing-house products .....	17,945	8,548	26,493	1.37
Poultry, game and fish .....	6,679	226	6,905	0.36
Wool .....	1,525	163	1,688	0.09
Hides and leather .....	4,614	121	4,735	0.24
<b>PRODUCTS OF MINES—</b>				
Anthracite coal .....	3,523	2,416	5,939	0.31
Bituminous coal .....	487,504	28,382	515,886	26.58
Coke .....	103	89	192	0.01
Ores .....	1,272	—	1,272	0.07
Stone, sand and other like articles .....	27,043	5,708	32,751	1.69
<b>PRODUCTS OF FOREST—</b>				
Lumber .....	144,620	70,207	214,827	11.07
<b>MANUFACTURES—</b>				
Petroleum and other oils .....	6,280	336	6,625	0.34
Sugar .....	2,271	804	3,075	0.16
Naval stores .....	—	64	64	—
Iron, pig and bloom .....	3,359	114	3,473	0.18
Iron and steel rails .....	3,329	2,674	6,003	0.31
Other castings and machinery .....	2,974	2,432	5,426	0.28
Bar and sheet metal .....	4,282	663	4,945	0.51
Cement, brick and lime .....	16,841	5,521	22,362	1.15
Agricultural implements .....	5,610	2,239	7,849	0.40
Wagons, carriages, tools, etc. ....	3,735	2,443	6,178	0.32
Wines, liquors, and beers .....	1,753	1,631	3,384	0.17
Household goods and furniture .....	17,102	8,282	25,384	1.31
<b>MERCHANDISE .....</b>	<b>69,493</b>	<b>12,723</b>	<b>82,216</b>	<b>4.24</b>
<b>MISCELLANEOUS—</b>				
Other commodities not mentioned above .....	35,103	9,202	44,305	2.28
<b>Total tonnage—Iowa .....</b>	<b>1,727,544</b>	<b>213,457</b>	<b>1,941,001</b>	<b>100</b>
<b>Total tonnage—entire line .....</b>	<b>11,248,025</b>	<b>2,299,471</b>	<b>13,547,496</b>	

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>LOCOMOTIVES:</b>						
Passenger .....	14	186	186	Westinghouse	None	—
Freight .....	21	508	455	Westinghouse	None	—
Switching .....	5	154	97	Westinghouse	None	—
Leased .....	—	None	—	—	—	—
<b>Total locomotives .....</b>	<b>40</b>	<b>846</b>	<b>738</b>	—	<b>None</b>	—
<b>CARS IN PASSENGER SERVICE—</b>						
First-class passenger cars .....	—	308	308	Westinghouse	3	Schroyer.
Second-class passenger cars .....	—	28	28	Westinghouse	305	Miller.
Combination passenger cars .....	—	49	49	Westinghouse	28	Miller.
Emigrant cars .....	—	None	—	—	49	Miller.
Dining cars .....	—	9	9	Westinghouse	6	Miller.
Parlor cars .....	—	11	11	Westinghouse	3	Schroyer.
Baggage, express and postal cars .....	—	145	145	Westinghouse	5	Schroyer.
Other cars in passenger service .....	—	29	29	Westinghouse	6	Miller.
<b>Total .....</b>	<b>—</b>	<b>579</b>	<b>579</b>	—	<b>141</b>	<b>Schroyer.</b>
<b>CARS IN FREIGHT SERVICE:</b>						
Box cars .....	14,409	1,185	—	Westinghouse	542	Janney.
Flat cars .....	99	2,206	None	—	394	Chicago.
Stock cars .....	—	1,881	None	—	300	Chicago.
Coal cars .....	—	1,950	None	—	—	—
Tank cars .....	—	None	—	—	26	Chicago.
Refrigerator cars .....	74	230	90	Westinghouse	160	Chicago.
Other cars (iron ore) .....	*452	4,199	2,057	Westinghouse	235	Chicago.
<b>Total .....</b>	<b>*270</b>	<b>25,005</b>	<b>3,332</b>	—	<b>1,810</b>	<b>Janney.</b>
<b>CARS IN COMPANY'S SERVICE:</b>						
Derrick and wrecking cars .....	1	30	5	Westinghouse	None	—
Caboose cars .....	—	451	None	—	None	—
Other road cars .....	—	125	None	—	—	—
Officers and paymasters .....	—	8	8	—	3	Schroyer.
Rotary steam snow plow .....	—	2	—	—	5	Miller.
<b>Total .....</b>	<b>1</b>	<b>616</b>	<b>13</b>	—	<b>8</b>	—
<b>CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE .....</b>	<b>—</b>	<b>480</b>	<b>None</b>	—	<b>None</b>	—
<b>Total cars owned .....</b>	<b>*278</b>	<b>26,680</b>	<b>3,924</b>	—	<b>4,014</b>	—
<b>CARS LEASED .....</b>	<b>—</b>	<b>—</b>	<b>None</b>	—	<b>—</b>	—
<b>Grand total cars .....</b>	<b>*278</b>	<b>26,680</b>	<b>3,924</b>	—	<b>4,014</b>	—

\* Decrease.



**MILEAGE.**  
**MILEAGE OF ROAD OPERATED.**

LINE IS USE.	LINES REPRESENTED BY CAPITAL STOCK.		Line of prop-erty com-pared.	Line operated under lease.	Line operated under con-tract, etc.	Line operated under track-ages rights.	Total mileage operated.	New line con-structed dur-ing year.	RAILS.*	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track.	1,433.15	1,631.45	1,188.47			.47	4,253.54	22.69	474.61	3,778.46
Miles of second track.	173.44	29.29					202.73	67.62		204.73
Miles of third track.										
Miles of fourth track.										
Miles of yard track and sidings.	934.78		133.25			4.57	1,112.60	87.17	373.73	732.30
Total mileage operated (all track).	2,537.37	1,660.74	1,321.72			5.04	5,500.87	187.88	850.34	4,750.40

**MILEAGE OF LINE BY STATES AND TERRITORIES.**  
**L. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.**

STATE OR TERRITORY.	LINES REPRESENTED BY CAPITAL STOCK.		Line of prop-erty com-pared.	Line operated under lease.	Line operated under con-tract, etc.	Line operated under track-ages rights.	Total mileage operated.	New line con-structed dur-ing year.	RAILS.*	
	Main line.	Branches and spurs.							Iron.	Steel.
Illinois.	400.21	103.76	16.06			7.69	527.67		95.78	508.19
Wisconsin.	546.50	383.90				15.00	930.40		51.48	890.07
Michigan.	153.19	244.36					397.55	.47	100.85	296.60
Iowa.	383.12	510.00	414.00				1,307.12		108.97	1,083.15
Minnesota.			14.28				14.28		62.32	432.23
South Dakota.									124.61	619.32
North Dakota.										14.28
Total mileage operated (single track).	1,433.15	1,631.45	1,188.47			22.69	4,273.67	.47	424.61	3,798.46

**IL. MILEAGE OWNED BY ROAD MAKING THIS REPORT.**

STATE OR TERRITORY.	LINES REPRESENTED BY CAPITAL STOCK.		Line of prop-erty com-pared.	Line operated under lease.	Line operated under con-tract, etc.	Line operated under track-ages rights.	Total mileage owned.	New line con-structed dur-ing year.	RAILS.*	
	Main line.	Branches and spurs.							Iron.	Steel.
Illinois.	400.21	103.76	16.06			7.69	527.67		95.78	508.19
Wisconsin.	546.50	383.90				15.00	930.40		51.48	879.01
Michigan.	153.19	244.36					397.55		100.85	296.60
Iowa.	383.12	510.00	414.00				1,307.12		108.97	1,083.15
Minnesota.			14.28				14.28		62.32	432.23
South Dakota.									124.61	619.32
North Dakota.										14.28
Total mileage owned.	1,433.15	1,631.45	1,188.47			22.69	4,084.60		287.78	2,796.81

\*Not including rails in track operated under trackage rights.

**RENEWALS OF RAILS AND TIES—STATE OF IOWA.**

KIND.	NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.	
	Tons.	Weight per yard, lbs.	Average price per ton at dis-tributing point.	Number.	Average price at distrib-uting point.
Steel	2,663	72	\$ 31.38	Oak	294,626
	1,297	60	30.30	Cedar, hemlock, ash and elm	108,899
Total	3,960		\$ 31.02	Total	403,525

**CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.**

LOCOMOTIVES.	Tons of coal—bituminous.		Cords of wood—hard.		Cords of wood—soft.		Total fuel con-sumed—tons.		Miles run.		Average lbs. consumed per mile.	
	Passenger	Freight	Switching	Construction	Passenger	Freight	Switching	Construction	Passenger	Freight	Switching	Construction
	62,074	230,006	40,840	7,132	600	1,808	3,326	7,267	1,776,726	4,501,932	1,470,219	263,879
Total	340,952	2,700	5,522	345,513	8,611,856	80.25						
Average cost at distributing point.	\$ 1.75.7	\$ 2.42	\$ 2.42									

**PERSONS KILLED OR INJURED BY "OTHER CAUSES."**

**EMPLOYEES—KILLED.**

Walking, working or otherwise engaged on track, run over	4
Caught between engine and round-house door	1

**INJURED.**

Jumping on or off trains in motion	5
Walking, working or otherwise engaged on track, run over	1
Pile-driver struck stone and which in turn struck him on leg	1
Adzing timber, slipped and was ruptured	1
Using bar, it slipped and broke shoulder	1
Struck by derrick handle	1
Repairing side rod of engine, it fell on him	1
Struck on head by falling tie	1
Struck by piece of torpedo as it exploded	1
Fell while throwing switch and was run over	1
Total	14

**TRESPASSERS—KILLED.**

Lying, sitting, walking or standing on track	6
Jumping on or off or falling from trains	3
Total	9

**INJURED.**

Getting on or off or falling from train	11
Lying, walking or standing on track, struck by train	4
Total	15



## NOT TRESPASSERS—KILLED.

Getting off train in motion ..... 1

## INJURED.

Getting off train in motion ..... 1

## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	3	35	1	15	1		3	51
Falling from trains and engines.....	7						7	
Overhead obstructions.....	4						4	
Collisions.....	1						1	
Derailments.....	3						3	
Other train accidents—								
Train parted.....	1						1	
At highway crossings.....								
At stations.....	9						9	
Other causes.....								
Total.....	5	60	1	17	5	4	11	81

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	PASSENGERS.							
	PASSENGERS		OTHERS.		TOTAL.			
	Killed.	Injured.	TRESPASSING.	NOT TRESPASSING.	Killed.	Injured.	Killed.	Injured.
Collisions.....		2						
Derailments.....								
Other train accidents.....								
At highway crossings.....								
At stations.....								
Other causes.....								
Total.....	4	9	15	3	4	12	19	

## CHARACTERISTICS OF ROAD.

FROM—	TO—	ALIGNMENT.				PROFILE.			
		Length.		ALIGNMENT.		ASCENDING GRADES, DESCENDING GRADES.		Sum of descents.	
		Number of curves.	Aggregate length of curved lines.	Length of straight track.	Length of level track.	Number.	Sum of descents.	Sum of descents.	Aggregate length of descending grades.
GALENA DIVISION—	Mississippi River.....	48	19.03	117.97	14.52	86	1,408.8	1,408.8	60.91
	Freeport.....	121.00	67.20	100.14	5.72	42	1,704.2	1,704.2	62.14
	St. Charles.....	11.80	26.86	6.94	3.42	6	101.6	101.6	5.81
	Aurora.....	4.64	3	4.14	2.00	4	10.0	10.0	5.0
	Clinton.....	51.04	31.17	34.04	5.00	24	30.00	30.00	1.00
	St. Charles.....	75.78	28.84	67.30	24.51	27	370.4	370.4	16.04
	Spring Valley.....	4.50	1.00	3.50	4.00	0			34.51
	Chicago River.....	405.76	230	334.03	58.17	186	2,903.0	2,903.0	0.50
	Total.....	354.00	239	294.31	84.46	102	3,153.0	3,153.0	180.01
	Council Bluffs.....	71.57	126	21.31	19.87	30	1,111.0	1,111.0	122.00
IOWA DIVISION—	Mississippi River.....	32.34	46	49.85	15.23	43	1,820.0	1,820.0	53.00
	Clinton.....	8.50	5	9.50	3.30	12	88.0	88.0	16.85
	Des Moines.....	64.00	109	35.82	9.30	21	1,011.0	1,011.0	2.90
	Stanwood.....	34.81	42	25.41	3.91	8	310.0	310.0	31.50
	Belle Plaine.....	17.00	24	11.19	6.50	7	202.0	202.0	22.00
	Kirkman.....	5.96	1	0.49	2.59	3	21.4	21.4	4.20
	Audubon.....	3.25	4	2.34	0.65	3	20.0	20.0	1.55
	Manning.....	613.43	596	479.24	144.65	318	6,883.4	6,883.4	2.00
	Cedar Rapids.....	161.56	92	136.81	36.97	92	1,730.7	1,730.7	236.31
	Boone.....	147.30	107	102.68	31.00	96	1,842.0	1,842.0	93.00
NORTHERN IOWA DIVISION—	Elmore.....	73.68	34	64.78	16.01	41	842.3	842.3	56.30
	Hawarden.....	80.83	73	71.79	21.56	22	590.1	590.1	1,777.4
	Carnarvon.....	73.57	60	64.08	14.51	38	944.4	944.4	53.47
	Onawa.....	1.73	2	1.30	0.08	2	37.9	37.9	40.50
	Noville.....	545.91	368	432.91	119.52	234	5,734.1	5,734.1	552.0
	Jewell Junction.....								21.0
	Junction Des Moines Line.....								0.72
	Total.....								212.31
	Elmore.....	72.00	95	72.00	95	95	1,431.1	1,431.1	5,478.0
	Hawarden.....	72.00	95	72.00	95	95	1,431.1	1,431.1	5,478.0



CHARACTERISTICS OF ROAD—CONTINUED.

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REPORT OF RAILROAD COMMISSIONERS.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.				PROFILE.							
FROM—	TO—	Length.	Number of curves.	Aggregate length of curved lines.	Length of straight track.	Length of level track.	ASCENDING GRADES.			DESCENDING GRADES.			
							Number.	Sum of ascents—feet.	Aggregate length of ascending grades.	Number.	Sum of descents—feet.	Aggregate length of descending grades.	
MADISON DIVISION—													
Belvidere	Winona	297.00	231	51.91	175.09	54.39	139	2,665.8	89.57	120	2,788.6	83.04	
Evansville	Janesville	15.68	8	1.97	13.71	3.83	6	58.1	3.37	5	148.5	8.48	
Afton	Janesville	6.10	10	1.69	4.41	2.24	3	71.0	2.48	3	26.0	1.38	
Winona Junction	La Crosse	3.96	7	1.03	2.93	0.97	1	23.2	1.61	2	12.5	1.38	
Galena	Woodman	76.84	208	26.00	50.84	13.44	102	1,198.3	34.94	105	1,181.4	28.46	
Ipswich	Platteville	4.00	7	1.42	2.58	1.06	4	34.0	0.55	5	159.0	2.39	
Lancaster Junction	Lancaster	12.04	28	3.00	9.04	2.54	15	180.0	5.23	16	177.0	4.27	
Milwaukee	Montfort Junction	140.88	172	35.40	105.48	19.61	86	2,093.4	64.54	82	1,473.6	56.73	
Trempealeau	Galesville	6.71	6	0.91	5.80	2.11	5	48.0	2.16	5	68.0	2.44	
Valley Junction	Necedah	16.06	7	1.13	14.93	4.65	9	46.8	4.88	13	64.8	6.53	
Total		509.27	684	124.46	384.81	184.81	370	6,418.6	209.33	356	6,090.4	195.10	
WINONA & ST. PETERS DIVISION—													
Winona	Watertown	322.98	169	46.65	276.33	90.26	252	4,334.0	129.57	224	3,264.5	103.15	
Plainview Junction	Plainview	15.91	29	3.59	11.42	3.01	6	196.0	4.10	8	273.0	7.90	
Chatfield Junction	Chatfield	11.46	22	2.79	8.67	0.76	6	52.0	2.10	6	350.0	8.60	
Rochester	Zumbrota	24.48	26	6.18	18.30	3.18	13	418.0	11.30	12	439.0	10.10	
Mankato Junction	Mankato	3.75	4	1.53	2.22	1.12	0			2	126.0	2.63	
Sleepy Eye	Redwood Falls	24.40	3	0.97	23.43	8.40	19	142.0	9.00	15	124.0	7.60	
Tracy	Minnesota State Line	46.40	46	9.19	37.21	8.60	32	719.0	24.70	27	357.0	13.10	
Total		448.48	290	70.90	377.58	115.33	328	5,831.0	180.67	294	4,933.5	152.48	
DAKOTA DIVISION—													
Minnesota State Line	Pierre	209.11	65	13.81	195.30	48.64	120	1,658.2	78.67	125	1,994.2	81.80	
James Valley Junction	Oakes	131.95	18	5.26	126.69	60.89	78	391.3	37.86	75	395.7	35.30	
Watertown	Gettysburg	146.25	55	12.98	133.27	59.34	183	1,688.5	50.39	178	1,275.4	36.61	
Watertown Junction	Watertown	43.83	17	3.50	40.33	12.47	24	169.0	26.63	10	34.5	4.73	
Doland	Groton	38.84	8	0.96	37.98	15.89	21	94.5	10.43	21	127.5	12.52	
Iroquois	Hawarden	125.49	38	11.71	113.78	26.85	59	944.5	49.38	56	1,163.1	49.26	
Centerville	Yankton	28.46	18	3.95	25.11	4.51	11	270.2	14.20	7	291.0	9.75	
Total		723.93	220	51.47	672.46	237.59	406	5,225.2	267.47	472	5,281.4	227.87	
WISCONSIN DIVISION—													
Chicago	Ft. Howard, via Janesville	242.20	50	70.00	172.20	32.80	66	1,080.0	98.80	70	1,780.0	110.60	
Appleton	Water Power	3.63	21	1.53	2.10	1.38	2	15.0	0.50	3	50.0	1.75	
Kenosha	Rockford	72.10	70	60.00	12.10	10.00	45	290.0	35.00	40	150.0	27.10	
Chicago	Fond du Lac	147.63	88	19.86	127.77	23.13	68	1,390.4	69.20	65	1,212.2	55.30	
Sheboygan	Princeton	78.40	77	13.85	64.55	15.91	38	1,045.1	37.80	38	864.3	24.69	
W. Chicago shops	Montrose	5.20	6	1.09	4.11	3.82	2	8.0	1.98	0	0.0	0.00	
Montrose	North Evanston	7.69	5	0.00	7.09	2.63	3	6.1	0.76	3	15.8	4.30	
Total		556.85	317	166.93	389.92	89.67	224	4,344.6	243.44	219	4,072.2	223.74	
PENINSULA DIVISION—													
Fort Howard	Republic	202.64	120	29.73	172.91	53.14	112	1,948.0	89.81	96	1,033.0	59.69	
Clowry	Michigamme	10.44	8	2.09	8.44	8.54	5	72.0	3.35	4	45.5	2.55	
Wabik	Champion	1.23	4	0.76	0.47	0.21	1	85.0	1.02	0	0.0	0.00	
Powers	Crystal Falls	58.77	67	17.96	40.81	8.99	25	1,070.8	28.81	21	583.0	21.06	
Stager	Watersmeet	54.66	60	17.92	36.74	14.33	33	715.2	24.69	29	437.2	15.64	
Narrenta	Metropolitan	34.86	18	3.85	31.01	3.56	26	665.0	22.50	18	218.0	8.80	
Branches	Mines	101.84	228	26.93	74.91	17.98	88	1,522.0	35.39	60	740.0	48.47	
Total		464.44	505	99.15	365.29	102.66	290	6,078.0	295.57	228	3,056.7	156.21	

\* Estimated.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

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## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.
BRIDGES—				
Iron.....	80	8,420	25	2,886
Wooden.....	43	3,421	32	964
Combination.....	29	3,801	48	840
Total.....	152	15,642		
TRESTLES.....	1,804	14,887	16	1,696

## OVERHEAD HIGHWAY CROSSINGS—

Bridges.....	2
Height of lowest above surface of rail, feet.....	19.6
Trestles.....	11
Height of lowest above surface of rail, feet.....	18.2½

## OVERHEAD RAILWAY CROSSINGS—

Bridges.....	2
Height of lowest above surface of rail, feet.....	19.2
Trestles.....	2
Height of lowest above surface of rail, feet.....	19.2

## GAUGE OF TRACK—

Four feet, eight and one-half inches, 1,163.12 miles.

## TELEGRAPH.

Operated by this company for company's business only, 69,630 miles of wire.  
Owned jointly with Western Union Telegraph Company, 35,400 miles of wire.  
Owned by Western Union Telegraph Company, 1,492.36 miles of line, 3,281.80 miles of wire, operated as follows:

1,078.70 by C. & N. W. R'y Co., for company's business only.  
2,035.60 by Western Union Telegraph Company.  
167.50 by Western Union; also by C. & N. W. R'y Co., for company's business.  
Owned by Western Union Telegraph Company and C. & N. W. R'y Co., jointly, 354 miles of wire, operated by Western Union Tel. Co. for company's business.

## LANDS—CONGRESSIONAL GRANTS.

This company has no lands in Iowa, excepting for its right of way and railroad uses.  
All lands received from congressional or other grants in aid of roads in Iowa, now owned by this company, were sold and conveyed before such properties were acquired by this company.

11. The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business:  
The cost of the property is \$159,010,750.82.  
Its actual present cash value is not known.

## CAR MILEAGE.

State below all individuals, co-operative fast freight lines, and stock companies to which the company making this report pays mileage for the use of cars:

American Tank Line.	Live Poultry Transportation Co.
Arms Palace Horse Car Co.	M. & H. Zloc Co.
Anglo American Packing Co.	Mattoon Manufacturing Co.
American Refrigerator Transit Co.	Menasha Wooden Ware Co.
Ames Coal Co.	Mather Stock Car Co.
Armour Refrigerator Car Co.	Morris, N. & Co.

American Cotton Seed Oil Co.	Merriam & Morgan P. Co.
Atlanta Stone, C. & L. L.	Miller Oil Works.
Abernathy Furniture Co.	Mann Bros.
Britton, D. W.	Midland Line.
Barrett & Barrett.	Merchants Despatch Line.
Brill, J. G.	Manhattan Oil Co.
Burton Stock Car Co.	N. K. Fairbank & Co.
Blue Line.	National Line Oil Co.
Case Threshing Machine Co.	National Oil Works.
Cupples S. W. W. Co.	National Fur Works.
Crocker Chair Co.	National Despatch Line.
Cleveland Refrigerator Co.	New York & Cleveland G. Coal Co.
Canada Cattle Car Co.	Omaha Packing Co.
Chicago Car & Coal Co.	O. & W. Coal and Iron Co.
Crystal Oil Works.	Pennsylvania Refrigerator Co.
California Fruit Transportation Co.	Paine Lumber Co.
Chicago Stock Car Co.	Pitts. & L. Sup. I. Co.
Columbus & Hoeking Coal and Iron Co.	Pabst Brewing Co.
Canada Southern Line.	Rend, W. P.
Cuhady Refrigerator Car Line.	Rend, W. P. & Co.
Cuhady Milwaukee Refrigerator Line.	Racine Wagon and Carriage Co.
Chicago Refrigerator Car Co.	Richardson Bros.
Canadian Pacific Despatch.	Rumely, M. & Co.
Dold, Jacob & Sons.	Ramage, S. Y.
Deer Lake Furniture Co.	Street's Stable Car Line Co.
Ellsworth, J. W. & Co.	Shoebogyan Chair Co.
Eagle Consolidated Refrigerator Co.	Swift's Refrigerator Car Co.
Empire Oil Works.	St. Louis Refrigerator Car Co.
Empire Line.	St. Charles Car Co.
Excelsior Oil Co.	Silberhorn Co.
Erie Despatch Line.	Southern Despatch Lumber Line.
Frazer Lubricator Co.	Standard Oil Co. of Illinois.
Grosman Palace Horse Car Co.	Standard Oil Co. of Minnesota.
Goddell Refrigerator Car Co.	Standard Oil Co. of Cleveland.
Green Line Tank Co.	Southern Iron Car Line.
Globe Refrigerator Co.	Spring Valley Coal Co.
Hodgman, D. B. Co.	The Sun Oil Line.
Havens, C. B. & Co.	The Paragon Refrigerator Co.
Hammond Refrigerator Co.	Thatcher, A. T.
International Oil Works.	Tropical Transportation Co.
Independent Refrigerator Co.	Union Tank Line.
Inter-state Transportation Co.	Union Refrigerator Transit Co.
Iron Car Ex. Line.	Wisconsin Fur Co.
International Packing Co.	Weaver, Getz & Co.
Keystone Palace Horse Car Co.	Waverly Oil Co.
Kansas City Dressed Beef Line.	Washington Refrigerator Co.
Kenashaw Valley R. S. Co.	Wells, T. E. & Co.
Lima Oil Co.	White Line.
Liquid Freight Line.	

## EXPLANATORY REMARKS.

1. What provision, if any, has been made by this company for the payment of its funded debt?

Provision has been made for substituting consolidated sinking fund currency bonds for Peninsular Railroad of Michigan first mortgage bonds, due in 1898. Sinking funds have been established for the following named bonds, to which payments are made as stated:

Madison Extension Gold Bonds, \$23,000 annually.  
Menominee Extension Gold Bonds, \$20,000 annually.  
Northwestern Union Railway Gold Bonds, \$15,000 annually.  
W. & St. P. R. R. Extension Gold Bonds, \$23,000 annually.  
C. & N. W. R'y 6 per cent and 5 per cent Sinking Fund Bonds of 1870, annually one per cent of the par value of bonds outstanding used for purchase and cancellation of bonds of this issue.



2. What station houses, stock yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs:

Depot at Woodman, Wisconsin; John R. Murphy owner.

Ground in Milwaukee, Wis.; Howard Morris owner.

Dock at Milwaukee, Wis.; Shea & George owners.

Transfer Station at Council Bluffs, Iowa; Union Pacific R'y owner.

Ground in Chicago, Ill.; estate of Geo. Armour and A. A. Munger owners.

3. Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:

Western Freight Association.

Western Passenger Association.

Western Railway Weighing Association.

Western Railway Inspection Bureau.

Live Stock Weighing Association.

Chicago Car Service Association.

Milwaukee & Michigan Car Service Association.

Western Classification Committee.

Western Traffic Association.

4. Name all the companies, commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road:

Chicago & Northwestern R'y is a member of—

Blue Line.

Canada Southern Line.

Red Line Transit Company.

Nickel Plate Line.

Commercial Express Line.

Erie Despatch.

All other fast freight lines do business over the rails of the C. & N. W. R'y Co., but the above named are all this company is associated with under articles of agreement.

STATE OF ILLINOIS, } ss.  
COUNTY OF COOK. }

We, the undersigned, M. Hughitt, President, and J. B. Redfield, Auditor of the Chicago & North-Western Railway Company, on our oath do severally say that the foregoing return has been prepared under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

M. HUGHITT,  
*President.*

J. B. REDFIELD,  
*Auditor.*

Subscribed and sworn to before me this 12th day of September, 1891.

J. F. CLEVELAND,  
*Notary Public.*

## ANNUAL REPORT

OF THE

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY,

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa. No record.
- Page 7. Give the names of your attorneys in Iowa. J. W. Blythe, H. H. Trimble.  
Superintendents for Iowa. C. G. Willson.  
Division Superintendents for Iowa. O. E. Stewart, J. H. Duggan.
- Page 11. Total mileage operated in Iowa. 1,693,785.
- Page 13. Total mileage in Iowa. 755,263.
- Page 17. 1—Amount of stock issued for dividends on earnings. None in Iowa.  
2—Amount of stock per mile of road. \$37,224.33.  
3—Amount of stock representing road in Iowa. No record.  
4—Amount of stock held in Iowa. No record.
- Page 19. Amount of funded debt representing road in Iowa. Cannot divide.
- Page 27. Grand total for Iowa. Cannot divide.
- Page 33. Taxes paid in Iowa. \$182,759.96.
- Page 45. 1—Operating expenses per mile of road. \$3,083.87.598.  
2—Operating expenses per train mile. .79.627.  
3—Proportion of operating expenses and taxes for Iowa. Cannot apportion expenses. See Iowa taxes, above.  
4—Percentage of expenses to earnings. .63.082.  
5—Net earnings per train mile. .13.220.  
6—Percentage of earnings to stock and debt. 1.418 per cent.  
7—Percentage of earning to cost of road and equipment. 1.458 per cent.  
8—Surplus at the commencement of the year.  
9—Surplus at the close of the year. \$9,226,085.94.  
10—Amount of its own stock owned by the company. None.



## Page 46. Fencing in Iowa.

- 1—How many miles of fencing on your road in Iowa? 1,621,722.
- 2—How many miles of unfenced road in Iowa? 133,960.
- 3—What is the average cost per mile of fencing? \$224.00 to \$349.00.
- 4—What is the total cost of the same? Cannot give Iowa separately.
- 5—How many miles of new fencing built during the year? None.

## Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots. No record.

- 2—Average number of tons in cars when in less than car lots. No record.
- 3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight. See report of June 30, 1889.
- 4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891. No record.
  - a—Total receipts for freight forwarded to points outside the State.
  - b—Total receipts for freight received from points outside the State.
  - c—Total receipts for freight forwarded to points within the State.
  - d—Total receipts for freight received from points within the State.
  - e—Total receipts from passengers destined to points outside the State.
  - f—Total receipts from passengers from points outside the State.
  - g—Total receipts from passengers destined to points within the State.
  - h—Total receipts from passengers from points within the State.

No division kept of local or through freight.

- 5—Total amount received for local freight.
- 6—Total amount received for through freight.
- 7—Number of tons of local freight carried.
- 8—Total amount received from freight originating in Iowa and passing outside the State.
- 9—Total amount received from freight originating outside the State and destined to points in Iowa.
- 10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?
- 11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?
- 12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
- 13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?
- 14—What per cent of freight received at each station on your road is local and what per cent interstate?

No division kept of earnings.

- 15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
- 16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
- 17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?
- 18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa to points on the main line outside the State, or to points on other lines?
- 19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

No division kept for tonnage crossing rivers.

## Page 64. Tonnage crossing Mississippi river bridge at .....for the year ending June 30, 1891.

East bound, number of tons.....  
West bound, number of tons.....  
Total tons.....

Tonnage crossing Missouri river bridge at .....for the year ending June 30, 1891.....  
East bound, number of tons.....  
West bound, number of tons.....  
Total tons.....

No record.

- Page 69. Under heading "State or Territory" insert Iowa.  
Page 77. Under "Overhead Highway Crossings," insert overhead farm crossings.  
Under "Conduits," insert farm crossing, "under."

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.  
2—State the number of acres yet to inure to your company from congressional grants.  
3—State the average price at which these lands have been sold or contracted by the company.  
4—State the number of acres sold.  
5—State the amount received from sales.  
6—State the amount unpaid on outstanding contracts.  
7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.  
8—State the amount expended in sale and management of lands.  
9—State the amount of taxes paid on lands.  
10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.  
11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.  
Page 80. What provision, if any, has been made by this road for the payment of its funded debt?  
2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.  
3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

## HISTORY.

Name of common carrier making this report:

Chicago, Burlington & Quincy Railway Company.

Date of organization:

Charter; act passed February 14, 1855.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:  
Illinois.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:

Aurora Branch Railroad Company, charter February 12, 1849, amended June 22, 1852 (name changed to Chicago & Aurora Railroad Company), amended February 14, 1855 (changing name to Chicago, Burlington & Quincy Railroad Company).

Central Military Track Railroad Company, charter February 15, 1851, amended June 19, 1852, and February 11, 1853, consolidated with the Chicago, Burlington & Quincy Railroad Company July 9, 1856.

Peoria & Oquawk Railroad Company, charter February 12, 1849, amended February 10, 1851, June 22, 1852, February 8, 1853, February 21, 1861 (changing name to Logansport, Peoria & Burlington Railroad Company), Master's sale October 24, 1832, March 8, 1864, name changed to Peoria & Burlington Railroad Company, consolidated with the Chicago, Burlington & Quincy Railroad Company, June 24, 1864.



Northern Cross Railroad, charter April 13, 1849, amended February 1, 1851, June 11, 1852, June 21, 1852, February 10, 1853, February 10, 1857 (changing name to Quincy & Chicago Railroad Company), Master's sale April 28, 1864, and conveyed to Chicago, Burlington & Quincy Railroad Company, July 30, 1865.

Burlington & Missouri River Railroad Company, incorporated January 15, 1850, and the Burlington & Missouri Railroad Company, incorporated July 24, 1871, consolidated with the Chicago, Burlington & Quincy Railroad Company July 31, 1875. Burlington & Missouri River Railroad in Nebraska, incorporated May 12, 1869, consolidated with the Chicago, Burlington & Quincy Railroad Company January 1, 1890.

Republican Valley Railroad Company, incorporated March 28, 1878, amended May 24, 1879, and consolidated with the Chicago, Burlington & Quincy Railroad Company March 1, 1882.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

Not reorganized.

### ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. M. Forbes	Boston, Mass.	May 19, 1892
C. J. Paine	Boston, Mass.	May 19, 1892
J. L. Gardner	Boston, Mass.	May 19, 1892
F. W. Hannewell	Boston, Mass.	May 19, 1892
Wm. Endicott, Jr.	Boston, Mass.	May 19, 1892
Rlehard Onley	Boston, Mass.	May 19, 1892
E. W. Coolidge	Manchester, Mass.	May 19, 1892
E. W. Hooper	Cambridge, Mass.	May 19, 1892
J. N. A. Griswold	New York City, N. Y.	May 19, 1892
Peter Geddes	New York City, N. Y.	May 19, 1892
C. E. Perkins	Burlington, Iowa	May 19, 1892

Total number of stockholders at date of last election:

Eleven thousand nine hundred and fifty.

Date of last meeting of stockholders for election of directors.

May 20, 1891.

Give post-office address of general office.

Chicago, Ill.

Give post-office address of operating office.

Chicago, Ill.

### OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	J. M. Forbes	Boston, Mass.
President	C. E. Perkins	Burlington, Iowa.
First Vice-President	J. C. Peasley	Chicago, Ill.
Second Vice-President	G. B. Harris	Chicago, Ill.
Secretary	T. S. Howland	Boston, Mass.
Treasurer	J. C. Peasley	Chicago, Ill.
General Solicitor	J. W. Blythe	Burlington, Iowa.
Attorney	H. H. Trimble	Keokuk, Iowa.
Comptroller, acting	W. J. Ladd	Boston, Mass.
General Auditor	J. L. Lathrop	Chicago, Ill.
Assistant General Auditor	C. I. Sturgis	Chicago, Ill.
General Manager	W. F. Merrill	Chicago, Ill.
Chief Engineer	E. J. Blake	Chicago, Ill.
General Superintendent	J. D. Besler	Chicago, Ill.
Superintendent of Iowa lines	C. G. Wilson	Burlington, Iowa.
Division Superintendent	O. E. Stewart	Ottumwa, Iowa.
Superintendent	J. H. Duggan	Creston, Iowa.
Superintendent of Telegraph	Vacant	Chicago, Ill.
General Freight Agent	Thos. Miller	Chicago, Ill.
Assistant General Freight Agents	W. B. Hamblin, F. Rogers and E. R. Puffer	Chicago, Ill.
General Passenger and Ticket Agent	P. S. Enstis	Chicago, Ill.
Asst. General Passenger and Ticket Agent	L. Wakeley	Chicago, Ill.
General Baggage Agent	E. A. Sudd	Chicago, Ill.
Land Commissioner	W. W. Baldwin	Burlington, Iowa.

### PROPERTY OPERATED.

NAME.	FROM—	TO—	Miles of line for each road named.	Miles of line for each class of road named.
Chicago, Burlington & Quincy Railroad	Chicago, Ill.	Pacific Junction, Iowa	482.946	482.946
Burlington & Missouri River Railroad in Nebraska	Galesburg, Ill.	Quincy, Ill.	90.731	90.731
Chicago, Burlington & Quincy Railroad	Pacific Junction, Iowa	Kearney, Neb.	82.573	82.573
Peoria & Hannibal R. R.	Aurora, Ill.	Turner, Ill.	195.470	195.470
Burlington & Missouri River Railroad	Yates City, Ill.	Lewiston, Ill.	12.023	12.023
Creston Branch, Burlington & Missouri River R. R.	Lewiston, Ill.	Rushville, Ill.	30.006	30.006
Burlington & Missouri River R. R.	Chariton, Iowa	Leon, Iowa	32.012	32.012
Chicago, Burlington & Quincy Railroad	Creston, Iowa	Hopkins, Mo.	36.724	36.724
Chicago, Burlington & Quincy Railroad	Red Oak, Iowa	Hamburg, Iowa	44.000	44.000
Chicago, Burlington & Quincy Railroad	York, Neb.	Central City, Neb.	44.917	44.917
Chicago, Burlington & Quincy Railroad	Nemaha, Neb.	Salem, Neb.	41.520	41.520
Chicago, Burlington & Quincy Railroad	Nemaha, Neb.	Beatrice, Neb.	17.600	17.600
Chicago, Burlington & Quincy Railroad	Beatrice, Neb.	Wymore, Neb.	65.500	65.500
Chicago, Burlington & Quincy Railroad	Hastings, Neb.	Colorado State Line, Neb.	11.870	11.870
Chicago, Burlington & Quincy Railroad	Hastings, Neb.	Grand Island, Neb.	220.310	220.310
Chicago, Burlington & Quincy Railroad	Aurora, Neb.	Hastings, Neb.	18.510	18.510
Chicago, Burlington & Quincy Railroad	Table Rock, Neb.	Hastings, Neb.	27.730	27.730
Chicago, Burlington & Quincy Railroad	Geneva, Ill.	Streator, Ill.	142.940	142.940
Chicago, Burlington & Quincy Railroad	Shabbona, Ill.	Walnut, Ill.	67.017	67.017
Chicago, Burlington & Quincy Railroad	Shabbona, Ill.	Sterling, Ill.	58.734	58.734
Chicago, Burlington & Quincy Railroad	Shabbona, Ill.	Paw Paw, Ill.	47.481	47.481
Chicago, Burlington & Quincy Railroad	Shabbona, Ill.	Fulton, Ill. and Clinton, Iowa	19.381	19.381
Chicago, Burlington & Quincy Railroad	Shabbona, Ill.	Elmwood, Ill.	64.378	64.378
Chicago, Burlington & Quincy Railroad	Buda, Ill.	Rio, Illinois	44.506	44.506
Chicago, Burlington & Quincy Railroad	Galva, Ill.	New Boston, Ill.	12.218	12.218
Chicago, Burlington & Quincy Railroad	Galva, Ill.	Carthage, Ill.	50.387	50.387
Chicago, Burlington & Quincy Railroad	Carthage, Ill.	Quincy, Ill.	70.133	70.133
Chicago, Burlington & Quincy Railroad	Sterling, Ill.	Rock Island, Ill.	51.933	51.933
Chicago, Burlington & Quincy Railroad	Barstow, Ill.	East St. Louis, Ill.	214.632	214.632
Chicago, Burlington & Quincy Railroad	Keithsburg, Ill.	Keithsburg, Ill.	17.253	17.253
Chicago, Burlington & Quincy Railroad	Albia, Iowa	Moravia, Iowa	6.234	6.234
Chicago, Burlington & Quincy Railroad	Albia, Iowa	Knoxville, Iowa	11.500	11.500
Chicago, Burlington & Quincy Railroad	Albia, Iowa	Des Moines, Iowa	32.970	32.970
Chicago, Burlington & Quincy Railroad	Keokuk, Iowa	Grant City, Mo.	34.971	34.971
Chicago, Burlington & Quincy Railroad	Keokuk, Iowa	Albany, Mo.	57.720	57.720
Chicago, Burlington & Quincy Railroad	Bethany, Iowa	St. Joseph, Mo.	46.220	46.220
Chicago, Burlington & Quincy Railroad	Chariton, Iowa	Indianola, Iowa	48.000	48.000
Chicago, Burlington & Quincy Railroad	Creston, Iowa	Fontanelle, Iowa	33.161	33.161
Chicago, Burlington & Quincy Railroad	Fontanelle, Iowa	Cumberland, Iowa	27.424	27.424
Chicago, Burlington & Quincy Railroad	Villisca, Iowa	Burlington Junction, Mo.	30.227	30.227
Chicago, Burlington & Quincy Railroad	Villisca, Iowa	Burlington Junction, Mo.	35.004	35.004
Ottawa, Oswego & Fox River Valley R. R.	Chicago, Ill.	Chicago, Ill.	830.720	830.720
Illinois Valley & Northern R. R.	Chicago, Ill.	Chicago, Ill.		
Chicago & Rock River R. R.	Chicago, Ill.	Chicago, Ill.		
Jobet, Rockford & Northern R. R.	Chicago, Ill.	Chicago, Ill.		
Illinois Grand Trunk R. R.	Chicago, Ill.	Chicago, Ill.		
Dixon, Peoria & Hannibal R. R.	Chicago, Ill.	Chicago, Ill.		
Galesburg & Rio R. R.	Chicago, Ill.	Chicago, Ill.		
American Central R. R.	Chicago, Ill.	Chicago, Ill.		
Quincy & Burlington R. R.	Chicago, Ill.	Chicago, Ill.		
Quincy & Warsaw R. R.	Chicago, Ill.	Chicago, Ill.		
St. Louis, Rock Island & Chicago R. R.	Chicago, Ill.	Chicago, Ill.		
Dixon & Quincy R. R.	Chicago, Ill.	Chicago, Ill.		
Moulton & Albia R. R.	Chicago, Ill.	Chicago, Ill.		
Albia, Knoxville & Des Moines R. R.	Chicago, Ill.	Chicago, Ill.		
Des Moines & Knoxville	Chicago, Ill.	Chicago, Ill.		
Leon, Mt. Airy & Southwestern R. R.	Chicago, Ill.	Chicago, Ill.		
St. Joseph & Des Moines R. R.	Chicago, Ill.	Chicago, Ill.		
Chariton, Des Moines & Southern R. R.	Chicago, Ill.	Chicago, Ill.		
Creston & Northern R. R.	Chicago, Ill.	Chicago, Ill.		
Western Iowa R. R.	Chicago, Ill.	Chicago, Ill.		
Brownville & Nodaway Valley R. R.	Chicago, Ill.	Chicago, Ill.		



PROPERTY OPERATED—CONTINUED.

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REPORT OF RAILROAD COMMISSIONERS.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

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NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM	TO		
Clarinda, College Springs & Southwestern R. R.	Clarinda, Iowa.	Northboro, Iowa.	15,892	
Red Oak & Atlantic R. R.	Red Oak, Iowa.	Griswold, Iowa.	18,041	
Nebraska City, Sidney & Northeastern R'y.	Hastings, Iowa.	Sidney, Iowa.	21,116	
Hastings & Avoca R. R.	Hastings, Iowa.	Carson, Iowa.	13,792	
Keokuk & St. Paul R. R.	Burlington, Iowa.	Keokuk, Iowa.	42,277	
Omaha & Southwestern R'y.	Omaha, Neb.	Oreapolis, Neb.	16,846	
Nebraska R'y.	Crete, Neb.	Beatrice, Neb.	30,000	
Lincoln & Northwestern R'y.	Nemaha, Neb.	York, Neb.	135,500	
Atchison & Nebraska R'y.	Nebraska City Bridge Line		2,000	
Nebraska & Colorado R. R.	Lincoln, Neb.	Columbus, Neb.	73,120	
	Atchison, Kan.	Lincoln, Neb.	144,720	
	Rails Bridge Line		3,380	
	Chester, Neb.	Fairmount, Neb.	45,190	
	Kenesaw, Neb.	Oxford, Neb.	60,670	
	Dewitt, Neb.	Colorado State Line, Neb.	208,320	
	Edger, Neb.	Superior, Neb.	26,530	
Chicago, Nebraska & Kansas R. R.	Odell Junction, Neb.	Concordia, Kan.	70,380	
Republican Valley, Kansas & Southwestern R. R.	Republican, Neb.	Oberlin, Kan.	78,230	
Burlington & Colorado R. R.	Colorado State Line	Denver, Col.	174,800	
Colorado & Wyoming R. R.	Colorado State Line	Wyoming State Line.	144,580	
Cheyenne & Burlington R. R.	Cheyenne, Wy.	Colorado State Line	29,010	
Oxford & Kansas R. R.	Orleans, Neb.	Kansas State Line	59,610	
Beaver Valley R. R.	Nebraska State Line	St. Francis, Kan.	74,370	
Lincoln & Black Hills	Central City, Neb.	Erickson, Neb.	62,940	
	Greeley Center, Neb.	Burwell, Neb.	40,020	
	Palmer, Neb.	Arcadia, Neb.	54,020	
Grand Island & Wyoming Central R. R.	Grand Island, Neb.	Wyoming State Line	401,520	
Grand Island & Northern Wyoming R. R.	Edgemont Junction, S. D.	Deadwood, S. D.	106,360	
Denver, Utah & Pacific R. R.	Wyoming State Line	Moorcraft, Wy.	79,690	
	Denver, Col.	Utah Junction, Col.		
	Burns, Col.	Lyons, Col.	41,480	
	Mitchell, Col.	Mitchell Mines, Col.		
	Tower Junction, Col.	Tower, Col.		
Republican Valley & Wyoming R'y.	Culbertson, Neb.	Beverly, Neb.	9,710	
Omaha & North Platte R. R.	Omaha, Neb.	Schuyler, Neb.	80,788	
St. Joseph & Nebraska R. R.	Napier, Mo.	Boswell, Mo.	5,800	4,302,025
Quincy, Alton & St. Louis R'y.	Quincy, Ill.	Louisiana and Hannibal, Mo.		5,132,745
St. Charles Air Line	At Chicago, Ill.		743	46,358
Pennsylvania Co.	At Chicago, Ill.		1,224	
Chicago & Iowa R. R.	At West Aurora, Ill.		825	
	At Shabbona, Ill.		669	
Chicago & North-Western	At Turner Junction, Ill.		985	
	At Geneva, Ill.		202	
	At Clinton, Ill. and Iowa		1,000	
Quincy Bridge Co.	At Quincy, Ill.		221	
Wabash R. R.	East Hannibal, Ill.	Hannibal, Mo.	1,347	
Chicago & Alton R. R.	East Hannibal, Ill.	Louisiana, Mo.	2,071	
Indianapolis & St. Louis R'y.	East Louisiana, Ill.	East St. Louis, Ill.	20,600	
Kansas City, St. Joseph & Council Bluffs R. R.	Wann, Ill.	Council Bluffs, Iowa	10,324	
	Pacific Junction, Iowa.	Nebraska City Junction, Iowa.	6,956	
	Hamburg, Iowa		1,926	
	Northboro, North, Iowa.	St. Joseph, Mo.	35,710	
	Napier, Mo.	Nebraska City Junction, Iowa.	3,660	
Union Pacific R'y.	Nebraska City, Iowa	Burns Junction, Col.	11,300	105,163
	Utah Junction, Col.			
Grand total mileage operated				5,284,266

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING THE YEAR.	
					Rate.	Amount.
Capital stock common...	763,945 1-20	\$ 100	\$ 76,394,505.00	\$ 76,394,505.00	4 1/4	\$3,437,667.00
MANNER OF PAYMENT FOR CAPITAL STOCK.	Total number of shares issued.	REMARKS.				
	763,945 1-20	Records were destroyed in Chicago fire of October 9, 1871, and we cannot tell whether the stock was issued for cash or construction; none issued for reorganization.				



## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of author- ized issue.	Amount issued.	Amount outstand- ing.	Cash on amount re- alized.	INTEREST.			
	Date of issue.	When due.					Rate.	When pay- able.	Amount ac- crued dur- ing year.	Amount paid during year
C., B. & Q. trust mortgage.....	1864	1890	\$ 7,034,000.00	\$ 7,034,000.00	\$ 547,500.00	No Record.	7 April and Oct.	\$ 11,427.50	\$ 32,855.00	
Plain.....	1872	1896	7,034,000.00	7,034,000.00	547,500.00		7 Jan. and July	38,325.00	38,325.00	
Consolidated mortgage.....	1873	1903	17,500,000.00	17,500,000.00	17,500,000.00		7 Jan. and July	1,197,781.67	1,197,781.67	
Fives of 1901.....	1876	1901	2,500,000.00	2,500,000.00	2,316,600.00		5 April and Oct.	115,800.00	115,800.00	
Fives of 1895.....	1875	1895	462,000.00	462,000.00	348,000.00		5 June and Dec.	17,400.00	17,400.00	
Iowa division.....	1879	1919	3,000,000.00	3,000,000.00	2,892,000.00		5 April and Oct.	144,691.67	144,750.00	
Iowa division.....	1879	1919	10,591,000.00	10,591,000.00	8,579,000.00		4 April and Oct.	345,569.56	347,200.00	
Fours of 1921.....	1881	1921	4,300,000.00	4,300,000.00	4,300,000.00		4 March and Sept.	172,000.00	172,000.00	
Fours of 1922.....	1882	1922	7,968,000.00	7,968,000.00	7,968,000.00		4 Feb. and Aug.	318,720.00	318,720.00	
Plain.....	1883	1913	9,000,000.00	9,000,000.00	9,000,000.00		5 May and Nov.	450,000.00	450,000.00	
Nebraska extension mortgage.....	1887	1927	28,434,000.00	28,434,000.00	27,347,000.00	4 May and Nov.	1,015,861.64	997,637.10		
Bond scrips.....			26,785.58	26,785.58	1.86					
B. & M. (Iowa) land grant.....	1863	1893	5,058,350.00	5,058,350.00	4,126,500.00	7 April and Oct.	288,905.45	288,855.00		
Iowa construction.....	1869	1894	900,000.00	900,000.00	66,000.00	8 Jan. and July	5,280.00	5,280.00		
Nebraska consolidated mortgage.....	1878	1913	12,894,000.00	12,894,000.00	12,894,000.00	6 Jan. and July	773,640.00	773,640.00		
Nebraska consolidated mortgage.....	1880	1910	3,347,000.00	3,347,000.00	3,347,000.00	4 Jan. and July	133,880.00	133,880.00		
Republican Valley.....	1879	1919	2,504,000.00	2,504,000.00	1,078,000.00	6 Jan. and July	64,680.00	64,680.00		
C., B. & Q. construction.....	1890	1903	7,639,200.00	7,639,200.00	7,639,200.00	5 March and Sept.	318,300.00	189,569.08		
Total.....			\$123,158,335.58	\$123,158,335.58	\$109,948,201.86			\$5,412,202.49	\$5,278,372.85	
CONTINGENT LIABILITIES FOR BRANCH ROADS.										
Ottawa, Oswego & F. R. V. R. R.....	1870	1900	\$ 1,260,000.00	\$ 1,260,000.00	\$ 1,076,000.00	No Record.	8 Jan. and July	86,080.00	86,080.00	
Illinois Grand Trunk R. R.....	1870	1890					8 April and Oct.	17,810.00	35,620.00	
Omaha & Southwestern R. R.....	1871	1896	1,034,000.00	1,034,000.00	669,000.00		8 June and Dec.	53,520.00	53,520.00	
Nebraska Railway.....	1877	1896	7,500,000.00	7,500,000.00	349,000.00		7 April and Oct.	24,430.00	24,430.00	
Atchison & Nebraska R. R.....	1878	1908	1,200,000.00	1,125,000.00	1,125,000.00		7 March and Sept.	78,750.00	78,750.00	
Atchison & Nebraska R. R. 2d mortgage.....	1887	1927	1,150,000.00	901,280.84	901,280.84		6 June and Dec.	54,076.85		
Lincoln & Northwestern R. R.....	1880	1910	600,000.00	600,000.00	600,000.00		7 Jan. and July	42,000.00	42,000.00	
Total.....			\$ 12,744,000.00	\$ 6,756,280.84	\$ 4,730,280.84				\$ 356,666.85	\$ 320,400.00
Grand total.....			\$135,902,335.58	\$129,914,616.42	\$114,668,482.70			\$5,768,029.34	\$4,598,772.85	

## CHICAGO, BURLINGTON &amp; QUINCY RAILROAD COMPANY. 129

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.	\$ 91,838,125.86	\$ 88,114,501.86	\$ 4,299,754.86	\$ 4,294,408.77
Miscellaneous obligations.	38,070,480.84	29,529,080.84	1,409,171.55	1,304,174.08
Total.	\$ 129,914,616.42	\$ 114,668,482.70	\$ 5,708,926.41	\$ 5,598,582.85

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.	\$ 2,615,796.58
Bills receivable.	451,353.61
Due from agents.	86,634.17
Due from solvent companies and individuals.	916,978.61
Other cash assets.	889,016.16
Total.	\$ 4,869,779.63
Materials and supplies on hand.	\$1,692,165.13

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901.

Loans and bills payable.	\$ 1,550,000.00
Audited vouchers and accounts.	794,580.50
Wages and salaries.	88,391.60
Net traffic balances due to other companies, balance.	407,238.36
Dividends not called for.	132.00
Matured interest coupons unpaid (including coupons due July 1).	1,200,001.50
Miscellaneous.	23,085.20
Balance—cash assets.	900,092.77
Total.	\$ 4,867,775.63

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	APPORTIONMENT.		Miles.	Amount.	REMARKS.*
	Total amount outstanding.	To railroads.			
Capital stock.	\$76,394,506.00	All.	5,192,745	\$14,884.75	
Bonds—["Grand total"]	114,668,482.00	All.	5,192,745	22,340.48	
Total.	191,062,988.00			\$37,225.23	

\*The mileage used here is mileage owned on basis of single track.



B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT.  
(Trackage rights excluded), the operations of which are included in the income account.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Quincy, Alton & St. Louis	\$ 970,100.00	\$ 840,000.00		\$ 1,810,100.00	46,358	\$ 39,046.12

TOTAL COST CONSTRUCTION, ETC., IN IOWA, INCLUDES THE FOLLOWING MILEAGE IN MISSOURI.  
Chariton, Iowa, to St. Joseph and Grant City, Missouri, miles. 98,300  
Creston, Iowa, to Hopkins, Missouri, miles. 1,870  
Villisca, Iowa, to Burlington Junction, Missouri, miles. 9,448

Total. 109,678  
The construction on which we include with our Iowa construction.

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1890.*	Total cost to June 30, 1891.*	Cost per mile.*
<b>CONSTRUCTION—</b>				
Right of way	\$ 163,230.78			
Other real estate				
Fences	31,866.50			
Grading and bridge and culvert masonry	69,565.11			
Bridges and trestles	53,347.78			
Rails				
Ties	485,598.55			
Other superstructure				
Buildings furniture and fixtures	272,980.60			
Shop machinery and tools (see equipment)				
Engineering expenses	20,676.95			
Interest during construction				
Discount on securities sold for construction	310,343.28			
Telegraph line	1,113.12			
Wharfing, etc.				
Sidings and yard extensions (see superstructures)				
Terminal facilities and elevators				
Road built by contract	5,949,630.18			
Purchase of constructed road				
Other items	20,712.21			
Total construction	\$ 7,388,074.15			
<b>EQUIPMENT—</b>				
Locomotives	\$ 320,892.11			
Passenger cars	91,176.14			
Sleeping, parlor and dining cars	18,495.87			
Baggage, express and postal cars	14,866.14			
Combination cars	4,555.23			
Freight cars	123,213.05			
Other cars of all classes	7,204.20			
Shop, machinery and tools	18,348.50			
Total equipment	\$ 598,753.24			
Grand total cost construction, equipment, etc.	\$ 7,986,827.39	\$177,842,481.38	\$185,820,308.77	\$ 36,204.66
Total cost of construction, equipment, etc., State of Iowa (proportional)	\$ 13,976.24	\$ 28,875,189.24	\$ 28,880,165.48	\$ 32,869.27

\*Cannot give details as records were destroyed in Chicago fire, October, 1871.

## INCOME ACCOUNT.

Gross earnings from operation	\$ 25,832,695.28
Less operating expenses	16,296,029.99
Income from operation	\$ 9,536,674.29
Dividends on stock owned	332,280.64
Interest on bonds owned	253,380.00
Miscellaneous income	178,454.85
Income from other sources	\$ 764,115.49
Total incomes	\$ 10,300,789.78
<b>DEDUCTIONS FROM INCOME:</b>	
Interest on funded debt accrued	\$ 5,768,929.34
Rents	200,618.87
Taxes	870,218.73
Other deductions	527,624.23
Total deductions from income	\$ 7,725,674.12
Net income	\$ 2,575,115.66
Dividends, 4½ per cent, common	\$ 2,575,115.66
Deficit from operations of year ending June 30, 1891	862,551.34
Surplus on June 30, 1890	10,088,638.28
Surplus on June 30, 1891	9,226,086.94

## EARNINGS FROM OPERATION—STATE OF IOWA.

Total gross earnings from operation—entire line. \$ 25,832,695.28  
We have no records showing earnings for the State of Iowa separately, nor have we any data on which a fair estimate could be based.

## BONDS OWNED.

NAME.	Total par value	Rate.	Income or dividend received.	Valuation.
Chicago, Rockford & Northern R. R.	\$ 400,000.00			
St. Louis, Keokuk & North-Western R. R.	6,150,000.00			
Burlington & North-Western R. R.	220,000.00			
Burlington & Western R'y	871,201.21			
Chicago, Burlington & Northern R. R.	583,000.00			
Hamaston & Shenandoah R. R.	1,342,000.00			
Oswego, Ottawa & Fox River Valley R. R.	325,000.00			
Peoria Union Elevator Co.	200,000.00			
Wapello Coal Co.	480,000.00			
St. Louis United Elevator Co.	97,500.00			
Total	\$ 10,367,701.21		\$ 253,380.00	\$ 6,290,990.00

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

DESIGNATION AND SITUATION OF PROPERTY LEASED.	NAME OF COMPANY USING PROPERTY LEASED.	ITEM.	TOTAL.
YARDS, TRACKS, ETC. (No division kept.)			\$ 248,575.48
Grand total rentals received			\$ 248,575.48



## STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
Kansas City, St. Joseph & Council Bluffs R. R.	\$ 5,263,503.00			
Chicago, Burlington & Kansas City R'y.	8,000,000.00			
Chicago, Rockford & Northern R'y.	100,000.00			
Chicago & Iowa R. R.	1,328,000.00			
St. Louis, Keokuk & North-Western R. R.	5,443,800.00			
Hannibal & St. Joseph R. R.	14,245,024.00			
Burlington & North-Western R'y.	123,950.00			
Burlington & Western R'y.	856,801.82			
Chicago, Burlington & Northern R. R.	9,349,000.00			
Humeston & Shenandoah R. R.	2,013,000.00			
American Central R'y.	204,800.00			
Peoria & Hannibal R'y.	421,800.00			
Dixon, Peoria & Hannibal R'y.	244,000.00			
Dixon & Quincy R. R.	98,500.00			
Oswego, Ottawa & Fox River Valley R. R.	963,800.00			
Carthage & Burlington R. R.	444,700.00			
Quincy & Warsaw R. R.	1,080,400.00			
Chicago & Rock River R. R.	583,500.00			
Illinois Grand Trunk R'y.	374,500.00			
Nebraska Railway.	1,905,600.00			
Albia, Knoxville & Des Moines R. R.	480,302.38			
Leon, Mt. Ayr & South-Western R. R.	2,513,807.19			
Chariton, Des Moines & Southern R. R.	600,123.66			
Creston & Northern R. R.	412,107.89			
Nebraska City, Sidney & North-Eastern R. R.	467,620.03			
Brownville & Nodaway Valley R. R.	543,200.00			
Des Moines & Knoxville R. R.	834,027.25			
Quincy, Alton & St. Louis R'y.	957,200.00			
Jacksonville & Savannah R. R.	110,470.00			
St. Louis Union Elevator Co.	195,000.00			
Chicago Union Transfer Co.	30,000.00			
Inter-state Industrial Exposition Co.	1,500.00			
Nebraska Exposition Association Co.	6,675.00			
Athol Union Depot Co.	9,000.00			
Hannibal Union Depot Co.	7,000.00			
Keokuk Union Depot Co.	20,000.00			
St. Joseph Union Depot Co.	237,500.00			
Omaha Union Depot Co.	200,000.00			
Peoria Union Elevator Co.	46,700.00			
Council Bluffs Union Elevator Co.	200,000.00			
Mitchell Coal and Land Co.	90,000.00			
Total.	\$ 61,038,502.22		\$ 332,280.64	\$ 10,665,197.68

## MISCELLANEOUS INCOME.

ITEM.	GROSS INCOME.	LESS EXPENSES.	NET MISCELLANEOUS INCOME.
Land grant.			\$ 178,454.85
Total.			\$ 178,454.85

## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>			
Repairs of roadway... { Cattle guards, } Renewals of rails... { road crossings } Renewals of ties... { and signs. }	\$ 835,877.52	\$ 1,396,431.75	\$ 2,232,309.27
Repairs of bridges and culverts.	231,623.03	377,911.27	609,534.30
Repairs of fences.	21,080.51	34,294.51	55,375.02
Repairs of buildings.	66,020.41	107,717.52	173,737.93
Repairs of docks and wharves.		11,315.52	11,315.52
Repairs of telegraph.	28,229.09	46,057.99	74,287.08
Total.	\$ 1,202,830.56	\$ 1,973,820.56	\$ 3,176,650.12
<b>MAINTENANCE OF EQUIPMENT—</b>			
Repairs and renewals of locomotives.	\$ 453,302.55	\$ 730,696.78	\$ 1,183,999.33
Repairs and renewals of passenger cars.	422,635.40	864,440.28	1,287,075.68
Repairs and renewals of freight cars.			
Shop machinery, tools, etc. (included in repairs of locomotives and cars).			
Total.	\$ 875,937.95	\$ 1,604,137.06	\$ 2,480,135.01
<b>CONDUCTING TRANSPORTATION—</b>			
Wages of engine-men and firemen.	\$ 597,694.33	\$ 975,037.65	\$ 1,572,731.98
Fuel for locomotives.	499,399.82	1,167,666.94	1,667,066.76
Water-supply for locomotives.	73,476.20	110,882.32	184,358.52
All other supplies for locomotives.	225,037.14	267,429.02	492,466.16
Wages of other trainmen.	484,915.41	791,177.77	1,276,093.18
All other train supplies.	210,535.46	343,368.39	553,903.85
Wages of switchmen, flagmen and watchmen.	231,503.29	377,715.96	609,219.25
Expense of telegraph, including train dispatchers and operators.	114,803.83	187,438.35	302,242.18
Wages of station agents, clerks and laborers.	485,708.12	792,569.05	1,278,277.17
Station supplies, etc.	210,754.08	343,861.91	554,615.99
Car mileage—balance.	2,731.58	4,456.80	7,188.38
Loss and damage.			
Injuries to persons.	113,018.09	184,397.83	297,415.92
Total.	\$ 3,249,737.28	\$ 5,655,322.83	\$ 8,905,060.11
<b>GENERAL EXPENSES—</b>			
Salaries of officers.	\$ 359,118.36	\$ 555,929.95	\$ 915,048.31
Salaries of clerks.			
General office expenses and supplies.	59,548.88	82,474.50	142,023.38
Agencies, including salaries and rent.	106,491.57	173,749.40	280,240.97
Advertising and printing.	60,334.77	98,440.95	158,775.72
Commissions.			
Insurance.	39,049.38	63,712.15	102,761.53
Expenses of fast freight lines.			
Expense of traffic associations.	4,551.53	16,299.45	20,850.98
Expense of stock yards and elevators.			
Rents for tracks, yards and terminals.			
Rents not otherwise provided for.			
Legal expenses.	32,165.64	52,480.77	84,646.41
Other general expenses.	3,251.39	5,498.06	8,749.45
Total.	\$ 655,711.52	\$ 1,078,555.23	\$ 1,734,266.75
<b>RECAPITULATION OF EXPENSES—</b>			
Maintenance of way and structures.	\$ 1,202,830.56	\$ 1,973,820.56	\$ 3,176,650.12
Maintenance of equipment.	875,937.95	1,604,137.06	2,480,135.01
Conducting transportation.	3,249,737.28	5,655,322.83	8,905,060.11
General expenses.	655,711.52	1,078,555.23	1,734,266.75
Grand total.	\$ 5,984,177.31	\$ 10,311,845.68	\$ 16,296,022.99
Percentage of expenses to earnings—entire line.			63.082

Our records are not kept showing operating expenses separately for each state, and we cannot even estimate a satisfactory division for Iowa.



## RENTALS PAID.

## A. RENTS PAID FOR LEASE OF ROAD IN IOWA.

Kansas City, St. Joseph & Council Bluffs Railroad Company .....	\$ 72,353.20
Chicago & North-Western Railway Company .....	91.70
Total rentals in Iowa .....	\$ 72,447.90
In other States .....	128,170.97
Total rents—A .....	\$ 200,618.87

## B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

Amounts paid for the use of union depots and other terminals are charged to the different operating accounts to which they belong.

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road .....	\$177,842,481.38	\$185,829,308.77	\$ 7,986,827.39	
Cost of Equipment .....	9,660,897.47	10,663,107.68	1,002,210.21	
Stocks of other companies owned .....	1,387,040.69	6,299,900.00	4,912,859.31	
Bonds of other companies owned .....	4,007,515.18	1,123,195.65		2,884,319.53
Other permanent investments .....	298,915.55	143,782.75		155,132.80
Lands owned .....	1,303,046.43	969,092.77		333,953.66
Cash and current assets, balance .....				
OTHER ASSETS—				
Materials and supplies .....	1,456,906.14	1,666,165.13	209,258.99	
Sinking fund, trustees of .....	13,042,689.02	13,964,801.37	922,112.35	
Grand total .....	\$208,999,491.86	\$220,620,534.12	\$ 11,621,042.26	

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital Stock .....	\$ 76,394,505.00	\$ 76,394,505.00		
Funded Debt .....	106,319,288.70	114,698,482.70	8,379,194.00	
Renewal Fund .....	9,000,000.00	9,000,000.00		
Current accounts, balance .....	2,364,405.30	830,098.29		1,534,307.01
Income accounts .....	10,088,628.28	9,396,243.43		692,384.85
PROFIT AND LOSS .....	4,832,654.58	10,331,204.70	5,498,550.12	
Grand Total .....	\$208,999,491.86	\$220,620,534.12	\$ 11,621,042.26	

## IMPORTANT CHANGES DURING THE YEAR—STATE OF IOWA.

Nebraska City Junction, Iowa, to Nebraska City, Nebraska, 4,844 miles.  
 Indianola to Avon Junction, 14,005 miles.  
 Contract with Chicago, Rock Island & Pacific Railway for trackage between Indianola, Iowa, and Avon Junction, Iowa, surrendered July 18, 1890.

## CONTRACTS, AGREEMENTS, ETC.

## EXPRESS COMPANIES.

American Express Company.

## MAILS.

United States fast mail service.

## SLEEPING, PARLOR OR DINING CARS.

Pullman Palace Car Company for sleeping cars. None for palace or dining cars.

## OTHER RAILROAD COMPANIES.

Toledo, Peoria & Western Railroad Company, for track between Iowa Junction, Ill., and Burlington, Iowa. Kansas City, St. Joseph & Council Bluffs, for track at Council Bluffs, etc.

## TELEGRAPH COMPANIES.

Western Union Telegraph Company.

## EMPLOYEES AND SALARIES—STATE OF IOWA—ESTIMATED.

CLASS.	Number.	Total No. of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	12	4,380	\$ 41,890.35	\$ 9.56
General office clerks .....	29	9,077	28,000.43	3.08
Station agents .....	110	40,150	74,718.75	1.86
Other station men .....	280	87,640	133,561.74	1.52
Engineers .....	177	64,905	195,302.55	3.02
Firemen .....	174	63,510	107,079.96	1.68
Conductors .....	126	45,990	127,933.05	2.78
Other trainmen .....	256	93,440	142,616.06	1.52
Machinists .....	187	40,141	125,447.57	2.55
Carpenters .....	276	86,388	173,123.50	2.00
Other shopmen .....	887	277,631	470,050.64	1.70
Section foremen .....	163	59,495	91,870.82	1.54
Other trackmen .....	671	210,023	222,917.80	1.06
Switchmen, flagmen and watchmen .....	147	53,655	94,257.32	1.75
Telegraph operators and dispatchers .....	101	39,805	73,745.60	2.60
All other employees and laborers .....	70	21,910	56,552.16	2.57
Total (including general officers)—Iowa .....	3,636	1,203,900	\$ 2,158,988.36	\$ 1.79
Less general officers .....	12	4,380	41,890.35	9.56
Total (excluding general officers)—Iowa .....	3,624	1,199,520	2,117,098.01	1.76
DISTRIBUTION OF ABOVE—				
General administration .....	41	13,457	\$ 69,899.78	\$ 5.19
Maintenance of way and structures .....	1,134	363,210	506,762.84	1.40
Maintenance of equipment .....	1,067	334,075	614,357.93	1.83
Conducting transportation .....	1,394	493,158	967,907.81	1.96
Total (including general officers)—Iowa .....	3,636	1,203,900	\$ 2,158,988.36	\$ 1.79
Less general officers .....	12	4,380	41,890.35	9.56
Total (excluding general officers)—Iowa .....	3,624	1,199,520	2,117,098.01	1.76
Total (including general officers)—Entire line .....	18,480	6,126,372	\$ 11,484,217.60	\$ 1.87

We cannot give actual figures for employees in Iowa, as the men are not confined to any particular state. So have made the best estimate possible under the circumstances.



## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		MILES.	Amount of mortgage per mile of line.	What equip-ment mort-gaged.	What in-come mort-gaged.	What secu-rities mort-gaged.
	FROM—	TO—					
O., B. & Q., plain 5s of 1894.	No security.	Quincy.					
C., B. & Q., consol. mortgage, 7s of 1903.	Chicago.	East Burlington.	400.11	Also			\$ 4,484,500
	Yates City.	Lewiston.					2,500,000
	Turner Junction.	Aurora.					402,000
C., B. & Q., 5s of 1901.	Albia.	Knoxville.	32.90	Also			
C., B. & Q., 5s of 1895.	Burlington.	East Plattsmouth.					5,757,680
	Main track in C. Bluffs.	Hamburg.	470.451	Also			
C., B. & Q., Iowa Div., 5s of 1919.	Red Oak.	Leon.					
C., B. & Q., Iowa Div., 4s of 1919.	Chariton.	Hopkins.					
	Creston.						
	Second track.						
C., B. & Q., 4s of 1921.	No security.	Hastings.	27.75	Also			8,530,000
C., B. & Q., 4s of 1922.	No security.	Plattsmouth bridge approach.	277.992				28,007,000
C., B. & Q., plain, 5s of 1919.	Aurora.	Hamburg.	39.29	1,670.82			
C., B. & Q., Neb. extension, 4s of 1927.	Burlington.	Kearney.	192.06	Also			4,334,000
B. & M., Iowa Land Grant, 7s of 1893.	Also Iowa Land Grant.						
B. & M. (Iowa) convertible, 8s of 1894.	Red Oak.						
B. & M., Neb., consol. mortgage, 6s of 1918.	Plattsmouth.						
	Also Land Grant.						
B. & M., Neb., 4s of 1910.	No security.	West line of Red Willow county, Nebraska.	80.90	1,190.110			
Republican Valley R. R., 6s of 1919.	West line of Franklin county, Nebraska.						
C., B. & Q., convertible, 5s of 1903.	No security.						

## CHICAGO, BURLINGTON &amp; QUINCY RAILROAD COMPANY. 137

## PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue, east of Missouri River .....	6,504,733
Number of passengers carried one mile .....	233,804,514
Average distance carried, east of Missouri River .....	29.475
Total passenger revenue .....	\$ 6,713,574.33
Average amount received from each passenger, east of Missouri River .....	.61.731
Average receipts per passenger per mile .....	.02.285
Estimated cost of carrying each passenger one mile .....	.02.919
Total passenger earnings .....	8,550,687.59
Passenger earnings per mile of road .....	1,618.14.102
Passenger earnings per train mile .....	1.10.220

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue, east of Missouri River .....	7,433,626
Number of tons carried one mile .....	1,045,745.417
Average distance haul of one ton, east of Missouri River .....	169.602
Total freight revenue .....	16,495,602.92
Average amount received for each ton of freight, east of Missouri River .....	1.46.275
Average receipts per ton per mile .....	.01.002
Estimated cost of carrying one ton one mile .....	.00.884
Total freight earnings .....	10,520,559.99
Freight earnings per mile of road .....	3,136.30.791
Freight earnings per train mile .....	1.30.003

## PASSENGER AND FREIGHT:

Passenger and freight revenue .....	23,200,176.35
Passenger and freight revenue per mile of road .....	4,332.12.869
Passenger and freight earnings .....	25,071,247.28
Passenger and freight earnings per mile of road .....	4,744.50.894
Gross earnings from operation .....	25,832,605.28
Gross earnings from operation per mile of road .....	4,888.00.615
Expenses (proportional on basis of miles of road) .....	16,296,020.90
Expenses per mile of road .....	3,083.87.598

## TRAIN MILEAGE:

Miles run by passenger trains .....	7,757,810
Miles run by freight and mixed trains .....	12,707,737
Total mileage trains earning revenue .....	20,465,547
Miles run by switching trains .....	No record.
Miles run by construction and other trains .....	No record.
Mileage of loaded freight cars—north or east .....	183,004,342
Mileage of loaded freight cars—south or west .....	
Mileage of empty freight cars—north or east .....	81,943,355
Mileage of empty freight cars—south or west .....	
Average number of freight cars in train .....	20.896
Average number of loaded cars in train .....	14.408
Average number of empty cars in train .....	6.448
Average number of tons of freight in train .....	129.490
Average number of tons of freight in each loaded car .....	8.988

We are unable to fill in the figures for Iowa, as our records do not show Iowa separate from the rest of the road. The State lines between Iowa and Illinois and between Iowa and Missouri cannot economically be made the terminal of operating divisions, so separate statistics for Iowa cannot be arrived at without very great expense, if at all.

## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

We have no records showing the weight of different commodities carried.



### DESCRIPTION OF EQUIPMENT.

*For Chicago, Burlington & Quincy east of Missouri River.*

This equipment is used between any points on said line regardless of State limits.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>LOCOMOTIVES:</b>						
Passenger .....	2	81			81	Janney.
Freight .....		296			07	Janney.
Switching .....	4	198				
Total locomotives .....	6	475	475		148	
<b>CARS IN PASSENGER SERVICE—</b>						
First-class passenger cars .....	3	205	Westinghouse		47	Miller.
Second-class passenger cars .....		30	Westinghouse		158	Janney.
Combination passenger cars .....		30	Westinghouse		6	Miller.
Emigrant cars .....			Westinghouse		21	Janney.
Dining cars .....	1	6	Westinghouse		2	Miller.
Sleeping cars .....			Westinghouse		4	Janney.
Baggage, express and postal cars .....	2	100	Westinghouse		35	Miller.
Other cars in passenger service .....		8	Westinghouse		65	Janney.
			Westinghouse		2	Miller.
			Westinghouse		6	Janney.
Total .....	4	349	349		346	
<b>CARS IN FREIGHT SERVICE:</b>						
Box cars .....	9	12,866	1,180		1,353	Janney.
Flat cars .....	456	1,144	7		2	Janney.
Stock cars .....	34	2,628	751		527	Janney.
Coal cars .....	456	2,800	423		437	Janney.
Tank cars .....						
Refrigerator cars .....	25	355	257		270	Janney.
Other cars .....						
Total .....		19,693	2,627		2,589	
<b>CARS IN COMPANY'S SERVICE:</b>						
Derrick and wrecking cars .....		5				
Caboose cars .....		247				
Pile driving and other road cars .....		2				
Boarding cars .....		10				
Total .....		264				
<b>CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE.</b>		None				
Total cars owned .....		20,306				
<b>CARS LEASED.</b>		None				
Grand total cars .....		20,306				

\*All Westinghouse train and drive brakes.  
Italic figures denote deduction during the year in the number of cars.

## MILEAGE—FOR IOWA ONLY.

## MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of property under lease.	Line operated under contract, etc.	Line operated under track-rage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.						Iron.	Steel.
Miles of single track.....	570,176	476,117			25,006	781,169		246,700	508,527
Miles of second track.....	88,114					88,114			88,114
Miles of third track.....									
Miles of fourth track.....									
Miles of yard track and sidings.....	224,422					224,472	6,850	110,704	113,768
Total mileage operated (all track).....	591,702	476,117			25,006	1,093,763	6,850	357,470	710,490

## MILEAGE OF LINE BY STATES AND TERRITORIES.

## MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	LINES REPRESENTED BY CAPITAL STOCK.		Line of property companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage excluding trackage rights.	Line operated under trackage rights.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Iowa	279,176	476,117					755,996		246,706	508,027
Total mileage owned	279,176	476,117					755,996		246,706	508,027



## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.			
KIND.	Tons.	Weight per yard, lbs.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.	
Iron .....	27,221	60	25.00	Oak .....	177,249	44c	
Total iron .....	27,221			Cedar .....	55,268	34c	
Steel .....	2,331,699	66	29.50	Total .....	232,517		
Steel .....	43,283	56	26.00				
Total steel .....	2,374,982						

## CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal—bituminous.	Cords of wood—hard.	Total fuel consumed—tons.	Miles run—with trains.	Average pounds consumed per mile.
Passenger .....	*	*	*	*	*
Freight .....	*	*	*	*	*
Switching .....	*	*	*	*	*
Construction .....	*	*	*	*	*
Total .....	739,948	9,327	749,275	13,455,715	110,773
Average cost at distributing point .....	\$ 1.37	\$ 2.60			

\* No record kept showing division of service.

## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling .....	1		2				3	
Falling from trains and engines .....	3		1		1		5	
Overhead obstructions .....	1						1	
Collisions .....	12						12	
At stations .....					1		1	
Other causes .....			3		1	1	4	1
Total .....	7		6	2	3	1	16	3

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.			
			TRESPASSING.		NOT TRESPASSING.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings .....					2	2
At stations .....					1	1
Other causes .....	1	1	13	6	1	14
Total .....	1	1	13	6	3	16

## CHARACTERISTICS OF ROAD.

Records of various lines are not complete enough to give the information required, different roads having been completed when passing into the possession of the Chicago, Burlington & Quincy Railroad Company, and no maps or profiles were turned over to us. All the older records were destroyed in Chicago fire October, 1871.

## GAUGE OF TRACK—

Four feet, eight and one half inches.

## TELEGRAPH.

This company owns 812.2 miles, pole mileage; 2,235.3 miles of wire; operated by this company for company business; miles of line operated by this company, all; miles of wire, all; operated by Western Union Telegraph Company for commercial business.

## CAR MILEAGE.

State below all individuals, co-operative fast freight lines, and stock companies to which the company making this report pays mileage for the use of cars.

To every individual, co-operating fast freight line and stock company which may have had one or more cars on the road during the year.

STATE OF ILLINOIS, } ss.  
COUNTY OF COOK. }

We, the undersigned, J. C. Peasley, First Vice-President, and C. I. Sturgis, Assistant General Auditor of the Chicago, Burlington & Quincy Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

J. C. PEASLEY,  
First Vice-President.

C. I. STURGIS,  
Assistant General Auditor.

Subscribed and sworn to before me this 19th day of October, 1891.

LESTER O. GOODARD,  
Notary Public.



## ANNUAL REPORT

OF THE

## CHICAGO, BURLINGTON &amp; KANSAS CITY RAILWAY CO.

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
 Page 7. Give the names of your attorneys in Iowa.  
     Superintendents for Iowa.  
     Division superintendents for Iowa.  
 Page 11. Total mileage operated in Iowa.  
 Page 13. Total mileage in Iowa.  
 Page 17. 1—Amount of stock issued for dividends on earnings.  
     2—Amount of stock per mile of road.  
     3—Amount of stock representing road in Iowa.  
     4—Amount of stock held in Iowa.  
 Page 19. Amount of funded debt representing road in Iowa.  
 Page 27. Grand total for Iowa.  
 Page 33. Taxes paid in Iowa.  
 Page 45. 1—Operating expenses per mile of road.  
     2—Operating expenses per train mile.  
     3—Proportion of operating expenses and taxes for Iowa.  
     4—Percentage of expenses to earnings.  
     5—Net earnings per train mile.  
     6—Percentage of earnings to stock and debt.  
     7—Percentage of earnings to cost of road and equipment.  
     8—Surplus at the commencement of the year.  
     9—Surplus at the close of the year.  
     10—Amount of its own stock owned by the company.  
 Page 46. Fencing in Iowa.  
     1—How many miles of new fencing on your road in Iowa?  
     2—How many miles of unfenced road in Iowa?  
     3—What is the average cost per mile of fencing?  
     4—What is the total cost of the same?  
     5—How many miles of new fencing built during the year?

Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

2—Average number of tons in cars when in less than car lots.

3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.

4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.

a—Total receipts for freight forwarded to points outside the State.

b—Total receipts for freight received from points outside the State.

c—Total receipts for freight forwarded to points within the State.

d—Total receipts for freight received from points within the State.

e—Total receipts from passengers destined to points outside the State.

f—Total receipts from passengers from points outside the State.

g—Total receipts from passengers destined to points within the State.

h—Total receipts from passengers from points within the State.

5—Total amount received for local freight.

6—Total amount received for through freight.

7—Number of tons of local freight carried.

8—Total amount received from freight originating in Iowa and passing outside the State.

9—Total amount received from freight originating outside the State and destined to points in Iowa.

10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?

12—What per cent does the local freight business of Iowa bear to business originating outside the State and destined to points within the State?

13—What per cent does local freight business bear to freight moved across the State, from points outside to points outside the State?

14—What per cent of freight received at each station on your road is local and what per cent interstate?

15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 64. Tonnage crossing Mississippi River bridge at ..... for the year ending June 30, 1891:

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

Tonnage crossing Missouri River bridge at ..... for the year ending June 30, 1891:

East bound, number tons.....

West bound, number tons.....

Total tons.....

Page 69. Under heading "State or Territory" insert Iowa.

Page 77. Under "Overhead Highway Crossings," insert Overhead Farm Crossings.

Under "Conduits," insert Farm Crossings, "Under."



## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from congressional grants.  
 2—State the number of acres yet to inure to your company from congressional grants.  
 3—State the average price at which these lands have been sold or contracted by the company.  
 4—State the number of acres sold.  
 5—State the amount received from sales.  
 6—State the amount unpaid on outstanding contracts.  
 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.  
 8—State the amount expended in sale and management of lands.  
 9—State the amount of taxes paid on lands.  
 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.  
 11—The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road all fixtures and conveniences for transacting its business.
- Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?  
 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.  
 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

No answers were received to above list of questions.

## HISTORY.

Name of common carrier making this report?

Chicago, Burlington & Kansas City Railway Company.

Date of organization?

August 16, 1881.

Under laws of what government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof.

In Iowa, under authority of Iowa Code, chapter one, of title nine, and chapter five of title ten; in Missouri Revised Statutes (1879), articles one and two of chapter twenty-one.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same.

It is a consolidated company. The following are the names of the constituent companies: The Chicago, Burlington & Kansas City Railway Company of Iowa, and the Kansas City, St. Joseph & Burlington Railway Company of Missouri. The constituent companies were organized under the general laws of the States of Iowa and Missouri; copies of their charters, and of all amendments are filed with the Secretaries of the States of Iowa and Missouri, can be had thereto, and reference.

Date and authority for each consolidation?

August 16, 1881.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

It is a re-organized company. The name of the original corporation was the Burlington & Southwestern Railway Company of the State of Iowa, above referred.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. W. Baldwin	Burlington, Iowa.	Elected May 20, 1891, to serve until the next annual meeting, and until their successors are elected and qualified.
J. W. Blythe	Burlington, Iowa.	
W. F. McFarland	Burlington, Iowa.	
H. B. Scott	Burlington, Iowa.	
J. C. Peasley	Chicago, Illinois.	

Total number of stockholders at date of last election?

Seven.

Date of last meeting of stockholders for election of directors?

May 20, 1891.

Give post-office address of general office.

Keokuk, Iowa.

Give post-office address of operating office.

Keokuk, Iowa.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	W. W. Baldwin	Burlington, Iowa.
First Vice-President	J. C. Peasley	Chicago, Illinois.
Second Vice-President	Geo. B. Harris	Chicago, Illinois.
Treasurer	J. C. Peasley	Chicago, Illinois.
Assistant Treasurer	J. H. Sturgis	St. Joseph, Missouri.
General Attorney	H. H. Trimble	Keokuk, Iowa.
Assistant Attorney	Palmer Trimble	Burlington, Iowa.
Assistant Secretary	H. E. Jarvis	St. Louis, Missouri.
Assistant Secretary	Howard Elliott	St. Joseph, Missouri.
Auditor	C. W. Carter	St. Joseph, Missouri.
Assistant Auditor	H. W. Taylor	St. Joseph, Missouri.
General Manager	W. C. Brown	St. Joseph, Missouri.
Chief Engineer	Ed. M. Gilchrist	Keokuk, Iowa.
General Superintendent	C. M. Levey	Keokuk, Iowa.
Superintendent of Telegraph	M. A. Baker	Hannibal, Missouri.
General Freight Agent	Howard Elliott	St. Louis, Missouri.
Asst. General Freight Agent	J. S. Bartle and D. O. Ives	St. Joseph, Mo., St. Louis, Mo.
General Passenger Agent	A. C. Dawes	St. Louis, Missouri.
Asst. Gen. Passenger Agent	J. H. Palmer	St. Louis, Missouri.
General Ticket Agent	A. C. Dawes	St. Louis, Missouri.
Asst. General Ticket Agent	Geo. B. Dunbar	St. Louis, Missouri.
General Baggage Agent	E. A. Sadd	Chicago, Illinois.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Chicago, Burlington & Kansas City Railway Company	Viele, Iowa.	Bloomfield, Ia., Carrolton, Mo.	5.970	180.20
Chicago, Burlington & Quincy Railway Company	Burlington, Iowa.	Viele, Iowa.	25.00	
Wabash Railroad	Bloomfield, Ia., Moulton, Iowa.		14.11	39.11
Total				220.10

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
CAPITAL STOCK—				
Common	80,000	\$ 100.00	\$8,000,000.00	\$8,000,000.00
Total	80,000	\$ 100.00	\$8,000,000.00	\$8,000,000.00



MANNER OF PAYMENT FOR CAPITAL STOCK.		Total number of shares is- sued.
ISSUED FOR REORGANIZATION—		
Common .....	80,000	
Total .....	80,000	

The terms of reorganization included issuance by the new company to the purchase of the road at foreclosure sale of stocks to the amount of \$8,000,000. The amount of stock outstanding of the original corporation at the date of the sale of the road was \$1,793,000, and the amount of the bonds, \$4,468,022, all of which was returned or wiped out by the foreclosure.

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash .....	\$ 43,930.37
Due from agents .....	1,145.70
Net traffic balances due from other companies .....	2,310.57
Due from solvent companies and individuals .....	18,229.14
*Other cash assets .....	
Balance, current liabilities .....	801,127.93
Total .....	\$ 866,743.71

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Loans and bills payable .....	\$ 820,000.00
Audited vouchers and accounts .....	35,282.76
Wages and salaries .....	10,806.53
Rentals due July 1 .....	564.40
Total .....	\$ 866,743.71

\* Materials and supplies on hand, \$42,116.98.

## RECAPITULATION.

## FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock .....	\$8,000,000.00	\$ 8,000,000.00		180.99	\$ 44,201.34
Total .....	\$8,000,000.00	\$ 8,000,000.00		180.99	\$ 44,201.34

## B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Chicago, Burlington & Kansas City Railway Company .....	\$8,000,000.00		\$ 866,743.71	\$8,866,743.71	180.99	\$ 48,987.53

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

No permanent improvements included in operating expenses.

ITEM.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
<b>CONSTRUCTION—</b>				
Right of way .....	\$ 3,637.45	\$ 319.57	\$ 3,977.02	\$ 21.97
Other real estate .....		3,414.52	3,414.52	18.87
Fences .....		58,577.11	58,577.11	322.54
Bridges and trestles .....		87,632.26	87,632.26	484.18
Rails .....		34,591.26	34,591.26	191.12
Other superstructure .....		114,186.03	114,186.03	630.90
Buildings, furniture and fixtures .....		7,233.45	7,233.45	39.97
Engineering expenses .....		14,280.80	14,280.80	98.95
Telegraph line .....		1,043.53	1,043.53	5.77
Sidings and yard extensions .....		2,676.48	2,676.48	14.79
La Cede extension .....		48,235.26	48,235.26	266.51
Carrollton extension .....		519,414.79	519,414.79	2,869.85
Purchase of constructed road .....		7,919,601.91	7,919,601.91	43,758.12
Other items .....		7,181.10	7,181.10	36.67
Total construction .....	\$ 3,637.45	\$ 8,818,167.13	\$ 8,821,854.58	\$ 48,742.21
<b>EQUIPMENT—</b>				
Locomotives .....		66,494.56	66,494.56	367.39
Passenger cars .....		7,500.00	7,500.00	41.44
Baggage, express and postal cars .....		6,000.00	6,000.00	33.15
Freight cars .....		75,726.08	75,726.08	418.40
Other cars of all classes—caboose .....		8,456.79	8,456.79	46.72
Air brakes and couplers .....	600.80	600.80	600.80	3.87
Total equipment .....	\$ 600.80	\$ 164,177.43	\$ 164,877.23	\$ 910.97
Grand total cost construction, equipment, etc. ....	\$ 4,337.25	\$ 8,982,374.56	\$ 8,986,731.81	\$ 49,653.18

## INCOME ACCOUNT.

## FOR ROADS MAKING OPERATING REPORTS.

Gross earnings from operation .....	\$ 353,402.56
Less operating expenses .....	244,181.69
Income from operation .....	\$ 109,220.87
Total income .....	\$ 109,220.87
<b>DEDUCTIONS FROM INCOME—</b>	
Interest on interest-bearing current liabilities accrued, not otherwise provided for .....	\$ 309,536.00
Rents .....	6,772.80
Taxes .....	14,503.85
Other deductions .....	56.41
Total deductions from income .....	\$ 330,973.06
Deficit .....	\$ 221,752.19
Surplus from operations of year ending June 30, 1891 .....	221,752.19
Surplus on June 30, 1890 .....	211,808.86
Deficit .....	\$ 9,943.33



## REPORT OF RAILROAD COMMISSIONERS.

## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEMS	Total receipts.	Deductions, account of re-payments, etc.	Actual earnings.
<b>PASSENGER—</b>			
Total passenger revenue.....			\$ 71,083.48
Mail .....	\$ 17,539.65		
Express .....	11,496.96		
Extra baggage and storage .....	1,770.96		
Other items.....	300.00		
			31,110.60
Total passenger earnings .....			\$ 102,194.08
<b>FREIGHT—</b>			
Freight revenue.....	\$ 244,756.90		
Less repayments:		\$ 5,030.81	
Overcharge to shippers.....		5,030.81	
Total deductions.....			\$ 239,726.15
Total freight revenue .....			\$ 239,726.15
Total freight earnings.....			\$ 341,920.23
Total passenger and freight earnings.....			
<b>OTHER EARNINGS FROM OPERATION—</b>			
Car mileage—balance.....	\$ 398.90		
Switching charges—balance.....	4,399.01		
Telegraph companies.....	472.19		
Rents from tracks, yards and terminals.....	2,188.55		
Rents not otherwise provided for.....	7,023.68		
Total other earnings.....			\$ 11,482.33
Total gross earnings from operation—entire line.....			\$ 353,402.56

## STOCKS OWNED.

NAME.	Total par value.	Valuation.
Kansas City & Burlington Railway Company, per share.....	\$ 100.00	\$ 789.92
Total.....	\$ 100.00	\$ 789.92

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY USING PROPERTY LEASED.	ITEM.	TOTAL.
<b>TRACKS—</b>				
Stub track.....	Mendota, Mo.....	Mendota Coal Mining Co.	\$ 240.00	
Stub track.....	Cincinnati, Iowa.....	Thistle Coal & Mining Co.	23.69	
Stub track.....	Hale, Mo.....	Hurst, Eaton & Co.	15.19	
Stub track.....	Howland, Mo.....	Blackbird Coal Co.	23.99	
Stub track.....	Farmington, Iowa.....	L. Ketcham & Bros.	169.32	
Total.....				472.19

## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>			
Repair of roadway.....	\$ 25,020.84	\$ 39,300.46	\$ 64,320.30
Renewals of rails.....	4,300.66	6,913.81	11,204.47
Renewals of ties.....	1,227.68	1,664.15	3,100.81
Repairs of bridges and culverts.....	2,167.13	3,142.49	5,579.62
Repairs of fences.....			
Repairs of buildings.....			
Total.....	\$ 29,806.29	\$ 51,658.91	\$ 84,465.20
<b>MAINTENANCE OF EQUIPMENT—</b>			
Repairs and renewals of locomotives.....	\$ 4,371.89	\$ 6,884.26	\$ 11,256.15
Repairs and renewals of passenger cars.....	3,362.02		3,362.02
Repairs and renewals of freight cars.....		12,204.70	12,204.70
Total.....	\$ 7,734.81	\$ 19,178.96	\$ 26,913.77
<b>CONDUCTING TRANSPORTATION—</b>			
Wages of engine-men, firemen and roundhousemen.....	\$ 10,218.06	\$ 30,202.06	\$ 40,480.06
Fuel for locomotives.....	1,801.80	2,837.33	4,639.19
Water-supply for locomotives.....	7,688.05	12,106.10	19,794.15
All other supplies for locomotives.....			
Wages of other trainmen.....			
Expense of telegraph, including train dispatchers and operators.....	2,946.95	4,640.45	7,587.40
Wages of Station Agents, clerks, and laborers.....	4,235.41	6,763.74	11,050.25
Station supplies.....		12,572.86	12,572.86
Car mileage.....			
Loss and damage.....	2,284.16	3,506.78	5,880.94
Injuries to persons.....			
Total.....	\$ 38,234.40	\$ 72,779.36	\$ 111,013.85
<b>GENERAL EXPENSES:</b>			
Salaries of clerks.....	\$ 5,856.44	\$ 9,221.02	\$ 15,078.36
General office expenses and supplies.....	200.90	458.12	749.05
Agencies, including salaries and rent.....			
Advertising included in stationery and printing.....	400.05	724.57	1,184.62
Insurance.....	1,347.78	2,122.04	3,469.82
Legal expenses.....	501.05	789.15	1,290.17
Stationery and printing.....	6.55	10.30	16.85
Other general expenses.....			
Total.....	\$ 8,462.80	\$ 13,326.07	\$ 21,788.87
<b>RECAPITULATION OF EXPENSES:</b>			
Maintenance of way and structures.....	32,806.20	51,658.91	84,465.20
Maintenance of equipment.....	7,734.81	19,178.96	26,913.77
Conducting transportation.....	38,234.40	72,779.36	111,013.85
General expenses.....	8,462.80	13,326.07	21,788.87
Grand total.....	\$ 87,238.39	\$ 156,943.30	\$ 244,181.69
Percentage of expenses to earnings—entire line.....			69.09

## RENTALS PAID.

## RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Wabash Railroad— Bloomfield Junction, Iowa, to Moulton, Iowa..	None.	None.	\$ 6,772.80	
Total rents.....			\$ 6,772.80	\$ 6,772.80



## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1890.	JUNE 30, 1891.		YEAR ENDING JUNE 30, 1891.	
		Item.	Total.	Increase.	Decrease.
Cost of road.....	\$8,818,197.13		\$ 8,821,834.58	\$ 3,637.45	
Cost of equipment.....	164,177.43		164,877.23	699.80	
Stocks of other companies owned.....	736.59		730.92	56.67	
Cash and current assets.....			65,615.78	65,615.98	
OTHER ASSETS:					
Materials and supplies.....	23,148.63		42,116.98	18,968.35	
Sundries.....	167.07		4,016.10	3,848.43	
Difference between interest accrued and interest paid.....			\$ 236,946.83		
Less income account.....			227,003.50	9,943.33	
Profit and loss.....	96,318.50				\$ 96,318.50
Grand total.....	\$9,102,766.44		\$ 9,109,213.92	\$ 6,447.48	

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 8,000,000.00	\$ 8,000,000.00		
Current liabilities.....	1,102,766.44	896,743.71		206,022.73
Accrued interest on current liabilities, not yet payable.....		236,946.83	236,946.83	
Profit and loss.....		5,233.38	5,233.38	
Grand total.....	\$ 9,102,766.44	\$ 9,109,213.92	\$ 6,447.48	

## EMPLOYES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers..... Paid by St. L., K. & N. W. R. R. Co.				
General office clerks..... Paid by St. L., K. & N. W. R. R. Co.				
Station agents.....	27	8,451	13,714.96	1.62
Engineers.....	11	3,443	12,015.00	3.48
Firemen.....	11	3,443	5,759.60	1.67
Conductors.....	11	3,443	8,423.17	2.45
Other trainmen.....	21	6,573	8,814.72	1.32
Carpenters.....	19	5,917	9,204.16	1.55
Other shopmen.....	11	3,443	5,029.53	1.46
Section foremen.....	31	9,703	15,306.50	1.58
Other foremen.....	76	24,788	26,287.14	1.10
Telegraph operators and dispatchers.....	3	939	2,740.00	2.91
All other employees and laborers.....	11	3,443	5,698.63	1.63
Total (excluding general officers).....	232	72,616	112,903.41	1.55
DISTRIBUTION OF ABOVE:				
Maintenance of way and structures.....	151	47,263	67,589.69	1.43
Maintenance of equipment.....	11	3,443	5,029.53	1.46
Conducting transportation.....	70	21,910	40,304.28	1.84
Total (excluding general officers).....	232	72,616	112,903.41	1.55

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## EXPRESS COMPANIES.

American Express Company, on a basis of pounds carried one mile, with a guaranteed minimum.

## MAILS.

Rents No. 143,068 Burlington, Iowa, to Carrollton, Missouri, \$79.32 per mile per annum for hauling mail six times per week each way.

## TELEGRAPH COMPANIES.

Western Union Telegraph Company. The railroad company takes fixed percentage of receipts at stations and at other offices along its line of road.

## OTHER CONTRACTS.

C. H. Shaver, news privileges on trains.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

PASSENGER TRAFFIC:	
Number of passengers carried earning revenue.....	137,265
Number of passengers carried one mile.....	2,802,044
Average distance carried, miles.....	204
Total passenger revenue.....	\$ 71,083.43
Average amount received from each passenger.....	.51.8
Average receipts per passenger per mile.....	.02.536
Estimated cost of carrying each passenger one mile.....	.03.409
Total passenger earnings.....	102,194.08
Passenger earnings per mile of road operated.....	464.30

FREIGHT TRAFFIC:	
Number of tons carried of freight earning revenue.....	219,685
Number of tons carried one mile.....	13,866,604
Average distance haul of one ton, miles.....	72
Total freight revenue.....	\$ 230,726.15
Average amount received for each ton of freight.....	1.09.12
Average receipts per ton per mile.....	.01.511
Estimated cost of carrying one ton one mile.....	.01.071
Total freight earnings.....	230,726.15
Freight earnings per mile of road.....	1,089.17

PASSENGER AND FREIGHT:	
Passenger and freight revenue.....	316,809.63
Passenger and freight revenue per mile of road.....	1,412.13
Passenger and freight earnings.....	341,920.23
Passenger and freight earnings per mile of road.....	1,553.47
Gross earnings from operation.....	353,402.56
Gross earnings from operation per mile of road.....	1,605.65
Expenses.....	250,954.40
Expenses per mile of road.....	1,140.19

TRAIN MILEAGE:	
Miles run by passenger trains.....	137,038
Miles run by freight trains.....	233,538
Total mileage trains earning revenue.....	371,476
Grand total train mileage.....	371,476
Mileage of loaded freight cars—north or east.....	1,029,015
Mileage of loaded freight cars—south or west.....	
Mileage of empty freight cars—north or east.....	
Mileage of empty freight cars—south or west.....	923,271
Average number of freight cars in train.....	12
Average number of loaded cars in train.....	8
Average number of empty cars in train.....	4
Average number of tons of freight in train.....	60
Average number of tons of freight in each loaded car.....	7



## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES—						
Passenger.....		2	2	Westinghouse..		
Freight.....		9	9	Westinghouse..		
Total locomotives.....		11	11			
CARS IN PASSENGER SERVICE—						
First-class passenger cars.....		3	3	Westinghouse..	3	Miller.
Baggage, express and postal cars.....		3	3	Westinghouse..	3	Miller.
Total.....		6	6		6	
CARS IN FREIGHT SERVICE—						
Box cars.....		50	14	Westinghouse..	14	Janney.
Flat cars.....		37		Westinghouse..	7	Janney.
Coal cars.....		127	6			
Total.....		214	20		21	
CARS IN COMPANY'S SERVICE—						
Caboose cars.....		10				
Other road cars.....		3				
Total.....		13				
Total cars owned.....		233	26		21 Janney, 6 Miller.	

## MILEAGE OF ROAD OPERATED.

LINE IN USE.	Line represented by capital stock—Main line.			Line operated under contract, etc.	Line operated under trackage rights.
	Miles of single track	Miles of yard track and sidings	Total		
Miles of single track.....	180.99	39.11	220.10		
Miles of yard track and sidings.....	11.99	12.28	24.27		
Total mileage operated (all tracks).....	192.88	51.39	244.27		

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

## NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point.
White oak.....	40,423	\$ 34.52
Total.....	40,423	\$ 34.52

## CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal—bituminous.	Cords of wood—hard.	Cords of wood—soft.	Total fuel consumed—tons.	Miles run.	Average lbs. consumed per mile.
Passenger.....	3,470		44,8125	3,514.81	1,392.39	62.64
Freight.....	13,468.9		135.9375	13,604.84	2,803.07	97.21
Switching.....						
Construction.....						
Total.....	16,938.9		200.7500	17,139.65	4,195.46	81.69
Average cost at distributing point.....	\$ 1.46.8		\$ 1.78.55			

## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		2						2
Falling from trains and engines.....								
Overhead obstructions.....								
Collisions.....								
Derailments.....								
Other train accidents.....								
At highway crossings.....								
At stations.....								
Other causes.....								
Total.....		5						5

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....								
Derailments.....								
Other train accidents.....								
At highway crossings.....								
At stations.....								
Other causes.....		1						1
Total.....		1						1

C. Dunham, a passenger, was injured at Cincinnati, Iowa, on July 13, by throwing his hand out of coach window just as train was passing into a bridge, striking it and bruising it considerably.



## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.				PROFILE.						
FROM—		TO—	Miles.	Number of curves.	Aggregate length of curved lines.	Length of straight track.	Length of level track	Number.	Sum of ascents—feet.	Aggregate length of ascending grades.	Number.	Sum of descents—feet.	Aggregate length of descending grades.
			189.99	279	59.40	121.09	18.10	89	292.0	66.80	91	2,411.1	1,365.4
		Carrollton, Missouri.....											
Runs over Wabash Railroad Company's track from Bloomfield Junction, Iowa, to Moulton, Iowa, 14.11 miles.													

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.
BRIDGES—				
Wooden	21	3,177	84	825
Combination	1			60
Total	22			
TRETTLES	289	29,042.6	14	490

## GAUGE OF TRACK—

Four feet, eight and one-half inches, 229.1 miles.

## TELEGRAPH.

Owned by company making this report, miles of line, 194.99; miles of wire, 330.01.

Operated by this company, miles of line, 194.99; miles of wire, 330.01.

## CAR MILEAGE.

State below all individuals, co-operative fast freight lines, and stock companies to which the company making this report pays mileage for the use of cars:

American Live Stock Transportation Co.	Keystone Palace Horse Car Co.
American Refrigerator Transportation Co.	Merchants' Despatch Transportation Co.
Arms Palace Horse Car Co.	National Despatch Line.
Blue Line.	Red Line.
Canada Cattle Car Co.	St. Louis Refrigerator Co.
Cupples, Sam'l Woodenware Co.	Street's Stable Car Co.
Empire Line.	Swift's Refrigerator Transportation Co.
Erle Despatch.	Union Line.
Hicks Stock Car Co.	Union Tank Line.
Kansas City Dressed Beef Line.	White Line.

STATE OF MISSOURI.  
COUNTY OF BUCHANAN. } ss.

I, the undersigned, O. M. Carter, Auditor of the Chicago, Burlington & Kansas City Railway Company, on my oath do say that the foregoing return has been prepared under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all of the financial operations of said company during the period for which said return is made.

O. M. CARTER,  
Auditor.

Subscribed and sworn to before me this 21st day of October, 1891.

SCHUYLER G. HUTCHINSON,  
Notary Public.



## ANNUAL REPORT

OF THE

## ST. LOUIS, KEOKUK &amp; NORTHWESTERN RAILROAD COMPANY

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
 Page 7. Give the names of your attorneys in Iowa. H. H. Trimble, Keokuk; Palmer Trimble, Keokuk.  
 Superintendents for Iowa. C. M. Lery, Keokuk.  
 Division Superintendents for Iowa.  
 Page 11. Total mileage operated in Iowa.  
 Page 13. Total mileage in Iowa.  
 Page 17. 1—Amount of stock issued for dividends on earnings. None.  
 2—Amount of stock per mile of road. \$30,830.53.  
 3—Amount of stock representing road in Iowa. \$1,568,672.53.  
 4—Amount of stock held in Iowa. \$400.00.  
 Page 19. Amount of funded debt representing road in Iowa.  
 Page 27. Grand total for Iowa.  
 Page 33. Taxes paid in Iowa.  
 Page 45. 1—Operating expenses per mile of road.  
 2—Operating expenses per train mile.  
 3—Proportion of operating expenses and taxes for Iowa.  
 4—Percentage of expenses to earnings.  
 5—Net earnings per train mile.  
 6—Percentage of earnings to stock and debt.  
 7—Percentage of earnings to cost of road and equipment.  
 8—Surplus at the commencement of the year.  
 9—Surplus at the close of the year.  
 10—Amount of its own stock owned by the company.

- Page 46. Fencing in Iowa.  
 1—How many miles of fencing on your road in Iowa?  
 2—How many miles of unfenced road in Iowa?  
 3—What is the average cost per mile of fencing?  
 4—What is the total cost of the same?  
 5—How many miles of new fencing built during the year?
- Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.  
 2—Average number of tons in cars when in less than car lots.  
 3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
 4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.  
 a—Total receipts for freight forwarded to points outside the State.  
 b—Total receipts for freight received from points outside the State.  
 c—Total receipts for freight forwarded to points within the State.  
 d—Total receipts for freight received from points within the State.  
 e—Total receipts from passengers destined to points outside the State.  
 f—Total receipts from passengers from points outside the State.  
 g—Total receipts from passengers destined to points within the State.  
 h—Total receipts from passengers from points within the State.  
 5—Total amount received for local freight.  
 6—Total amount received for through freight.  
 7—Number of tons of local freight carried.  
 8—Total amount received from freight originating in Iowa and passing outside the State.  
 9—Total amount received from freight originating outside the State and destined to points in Iowa.  
 10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?  
 11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?  
 12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?  
 13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?  
 14—What per cent of freight received at each station on your road is local and what per cent interstate?  
 15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?  
 16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?  
 17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?  
 18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa to points on the main line outside the State, or to points on other lines?  
 19—Give the amount in tons and kind of freight furnished by each branch line to your main line.
- Page 64. Tonnage crossing Mississippi river bridge at ..... for the year ending June 30, 1891.  
 East bound, number of tons .....  
 West bound, number of tons .....  
 Total tons.....
- Tonnage crossing Missouri river bridge at ..... for the year ending June 30, 1891.  
 East bound, number of tons .....  
 West bound, number of tons .....  
 Total tons.....



- Page 69. Under heading "State or Territory" insert Iowa.  
 Page 77. Under "Overhead Highway Crossings," insert overhead farm crossings.  
 Under "Conduits," insert farm crossing, "under."

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.  
 2—State the number of acres yet to inure to your company from congressional grants.  
 3—State the average price at which these lands have been sold or contracted by the company.  
 4—State the number of acres sold.  
 5—State the amount received from sales.  
 6—State the amount unpaid on outstanding contracts.  
 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.  
 8—State the amount expended in sale and management of lands.  
 9—State the amount of taxes paid on lands.  
 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.  
 11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.
- Page 80. What provision, if any, has been made by this road for the payment of its funded debt?  
 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.  
 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

## HISTORY.

Name of common carrier making this report:  
 St. Louis, Keokuk & Northwestern Railway Company.  
 Date of organization:  
 December 3, 1887.  
 Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:  
 Iowa Code, chapter one, title nine.  
 If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:  
 St. Louis, Keokuk & Northwestern Railway, articles of incorporation dated December 3, 1887; Mt. Pleasant & Keokuk Railway Company, articles of incorporation dated April, 4, 1889.  
 Date and authority for each consolidation:  
 Of Date June 17, 1889, the St. Louis, Keokuk & Northwestern purchased the road, property and franchise of the Mt. Pleasant & Keokuk Railway Company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. C. Peasley	Chicago, Ill.	
W. W. Baldwin	Burlington, Iowa	
J. T. Remey	Burlington, Iowa	
J. W. Blythe	Burlington, Iowa	
H. B. Scott	Burlington, Iowa	

\* At the end of one year or when their successors are elected and qualified.

Total number of stockholders at date of last election:  
 Six.

Date of last meeting of stockholders for election of directors.  
 May 20, 1891.

Give post-office address of general office.  
 St. Joseph, Missouri.

Give post-office address of operating office.  
 Keokuk, Iowa.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	W. W. Baldwin	Burlington, Iowa.
First Vice-President	J. C. Peasley	Chicago, Ill.
Second Vice-President	George B. Harris	Chicago, Ill.
Secretary	C. M. Levey	Keokuk, Iowa.
Treasurer	J. C. Peasley	Chicago, Ill.
Assistant Treasurer	J. H. Sturgis	St. Joseph, Mo.
General Solicitor and Attorney	H. H. Trimble	Keokuk, Iowa.
Assistant Attorney	Palmer Trimble	Keokuk, Iowa.
Auditor	C. M. Carter	St. Joseph, Mo.
Assistant Auditor	H. W. Taylor	St. Joseph, Mo.
General Manager	W. C. Brown	St. Joseph, Mo.
Chief Engineer	Ed. Glchrist	Keokuk, Iowa.
General Superintendent	C. M. Levey	Keokuk, Iowa.
Superintendent	W. E. Cunningham	Hannibal, Mo.
Superintendent of Telegraph	M. A. Baker	Hannibal, Mo.
General Freight Agent	Howard Elliott	St. Louis, Mo.
Assistant General Freight Agents	J. S. Bartle and D. O. Ives	St. Jo., St. Louis, Mo.
General Passenger Agent	A. C. Dawes	St. Louis, Mo.
Asst. General Passenger Agent	J. H. Palmer	St. Louis, Mo.
General Ticket Agent	A. C. Dawes	St. Louis, Mo.
Assistant General Ticket Agent	Geo. B. Dunbar	St. Louis, Mo.
General Baggage Agent	E. A. Sadd	Chicago, Ill.



## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
St. Louis, Keokuk & Northwestern Railroad.	Mt. Pleasant Junction, Iowa.	Keokuk, Iowa.	48.00	
	Keokuk, Iowa.	West Quincy, Mo.	36.42	
	Moody, Mo.	Hannibal, Mo.	13.22	
	Hannibal, Mo.	Louisiana, Mo.	25.25	
	Louisiana, Mo.	St. Peters, Mo.	53.44	176.45
Quincy Bridge Company, and Chicago, Burlington & Quincy Railroad.	West Quincy, Mo.	Quincy, Ill.	22.41	
	West Quincy, Mo.	Moody, Mo.	3.87	
	Hannibal, Mo.	Hannibal, Mo.	.42	
	Hannibal, Mo.	Hannibal, Mo.	.32	
	Louisiana, Mo.	Louisiana, Mo.	.36	
	St. Peters, Mo.	Taylor Avenue, St. Louis.	31.71	
	Ferguson, Mo.	Cherry Street, St. Louis.	10.16	
	Taylor Avenue, St. Louis.	Union Depot, St. Louis.	.40	
	Mt. Pleasant, Iowa.	Mt. Pleasant, Iowa.	.90	51.15
Total.				227.00

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING THE YEAR.	
					Rate.	Amount.
Capital stock, common.	54,438	\$ 100 \$	\$ 5,443,800.00	\$ 5,443,800.00	1.22 \$	66,375.17
Total.	54,438	\$ 100 \$	\$ 5,443,800.00	\$ 5,443,800.00	1.22 \$	66,375.17

## MANNER OF PAYMENT FOR CAPITAL STOCK.

11

MANNER OF PAYMENT FOR CAPITAL STOCK.	Total number of shares issued.	REMARKS.
Issued for reorganization, common.	40,000	
Issued for purchase of property.	14,433	
Issued for services.	5	
Total.	54,438	

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash on amount realized.	When payable.	INTEREST.	
	Date of issue.	When due.						Amount accrued during year.	Amount paid during year.
First mortgage bonds.	February 1st, 1890	1920	\$ 8,000,000.00	\$ 5,150,000.00	\$ 5,150,000.00	Can not be realized.	6 Feb. 1st; Aug. 1st.	\$ 280,550.00	\$ 260,350.00
Total.			\$ 8,000,000.00	\$ 5,150,000.00	\$ 5,150,000.00			\$ 280,550.00	\$ 260,350.00



## REPORT OF RAILROAD COMMISSIONERS.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount out- standing.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$5,150,000.00	\$5,150,000.00	286,250.00	269,250.00
Total.....	\$5,150,000.00	\$5,150,000.00	286,250.00	269,250.00

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 37,309.94
Due from agents.....	13,222.83
Due from solvent companies and individuals.....	172,199.65
*Other cash assets.....	12,073.81
Balance—current liabilities.....	369,652.05
Total.....	\$ 604,548.29

\* Materials and supplies on hand, \$67,925.88.

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Loans and bills payable.....	\$ 50,649.52
Audited vouchers and accounts.....	496,260.44
Wages and salaries.....	40,133.13
Net traffic balances due to other companies.....	17,505.20
Total.....	\$ 604,548.29

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock.....	\$ 5,443,800.00	\$ 5,443,800.00	176.45	\$ 30,830.83
Bonds.....	5,150,000.00	5,150,000.00	176.45	29,166.40
Total.....	\$10,593,800.00	\$10,593,800.00	176.45	\$ 59,997.23

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED),  
THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabil- ties.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
St. Louis, Keokuk & Northwest- ern R. R.....	\$5,443,800.00	\$5,150,000.00	\$ 604,548.29	\$ 11,198,348.29	176.45	\$ 63,464.71
Grand total.....	\$5,443,800.00	\$5,150,000.00	\$ 604,548.29	\$ 11,198,348.29	176.45	\$ 63,464.71

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.		Cost per mile.
	Included in oper- ating expenses.	Charged to in- come account as permanent improvements.	
	Not included in oper- ating expenses.	Charged to con- struction of equipment.	
	Total cost to June 30, 1890.	Total cost to June 30, 1891.	
CONSTRUCTION—			
Other real estate.....	\$ 500,331.13	\$ 1,365,220.12	\$ 1,865,551.25
Fences.....	105.40	881.05	986.45
Bridges and trestles.....	4,017.78	13,962.43	17,980.21
Buildings, furniture and fixtures.....		718.31	718.31
Engineering expenses.....		12,248.68	24,644.30
Telegraph line.....		2,859.04	3,003.12
Sidings and yard extensions.....		164.08	13,174.00
Road built by contract.....		11,522.01	24,228.45
Purchase of constructed road.....		23,991.01	8,488,487.79
Other items.....		247.44	291,445.19
Total construction.....	\$ 675,504.19	\$ 9,957,294.78	\$ 10,642,798.97
EQUIPMENT—			
Locomotives.....		143,031.94	143,031.94
Passenger cars.....		46,290.00	80,773.29
Baggage, express and postal cars.....		10,500.00	16,500.00
Combination cars.....		4,500.00	7,800.01
Freight cars.....		194,933.00	211,153.09
Other cars of all classes.....		10,201.00	10,201.00
Floating equipment.....		2,100.00	3,710.00
Total equipment.....	\$ 55,012.59	\$ 418,445.94	\$ 473,458.53
Grand total cost construction, equipment, etc.....	\$ 730,516.78	\$ 10,385,740.42	\$ 11,116,257.20



## INCOME ACCOUNT.

Gross earnings from operation.....	\$1,547,156.35
Less operating expenses.....	1,013,734.02
Income from operation.....	\$ 533,422.33
Total income.....	\$ 533,422.33
DEDUCTIONS FROM INCOME--	
Interest on funded debt accrued.....	\$ 286,250.00
Rents.....	161,668.08
Taxes.....	35,770.06
Other deductions.....	2,708.22
Total deductions from income.....	\$ 486,396.36
Net income.....	\$ 47,027.97
Dividends, 1 per cent, common stock.....	\$ 66,379.17
Total.....	\$ 66,379.17
Deficit from operations of year ending June 30, 1891.....	\$ 19,351.20
Surplus on June 30, 1890.....	230,090.03
Surplus on June 30, 1891.....	\$ 210,738.83

## EARNINGS FROM OPERATION--STATE OF IOWA.

PASSENGER--	
Total passenger revenue.....	\$ 351,150.47
Mail.....	30,368.21
Express.....	21,000.00
Extra baggage and storage.....	7,967.48
Total passenger earnings.....	410,486.16
FREIGHT--	
Freight revenue.....	\$1,102,249.41
Total freight earnings.....	\$1,102,249.41
Total passenger and freight earnings.....	\$1,512,735.57
OTHER EARNINGS FROM OPERATION--	
Switching charges--balance.....	\$ 21,540.88
Telegraph companies.....	2,295.79
Rents from tracks, yards and terminals.....	3,500.00
Rents not otherwise provided for.....	6,093.06
Other sources.....	891.05
Total other earnings.....	\$ 34,420.78
Total gross earnings from operation, entire line.....	\$1,547,156.35

## STOCKS OWNED.

NAME.	Total par value	Rate.	Income or dividend received	Valuation.
Hannibal Union Depot Co. ....	\$ 7,800.00			\$ 7,800.00

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY USING PROPERTY.	Item.	Total.
Track.....	Keokuk to Alexandria..	Keokuk & Western R. R.		\$ 3,500.00

## OPERATING EXPENSES.

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES:			
Repairs of roadway.....			\$ 165,848.06
Renewals of rails.....			29,268.42
Renewals of ties.....			1,986.66
Repairs of bridges and culverts.....			6,804.67
Repairs of fences, road-crossings, signs, and cattle guards.....			1,539.01
Repairs of buildings.....			
Repairs of telegraph.....			
Total.....			\$ 205,535.82
MAINTENANCE OF EQUIPMENT:			
Repairs and renewals of locomotives.....			43,812.63
Repairs and renewals of passenger cars.....			11,552.26
Repairs and renewals of freight cars.....			41,947.65
Total.....			\$ 97,312.54
CONDUCTING TRANSPORTATION:			
Wages of engineers, firemen and round-housemen.....			166,044.03
Water-supply for locomotives.....			7,702.74
Wages of other trainmen.....			88,566.69
Expense of telegraph, including train dispatchers and operators.....			23,883.21
Wages of station agents, clerks, and laborers.....			219,341.07
Station supplies.....			80,781.78
Car mileage--balance.....			14,048.83
Loss and damage.....			6,324.45
Injuries to persons.....			
Total.....			\$ 606,692.80
GENERAL EXPENSES:			
General office expenses and supplies.....			57,387.65
Agencies, including salaries and rent.....			16,125.06
Advertising.....			20,741.00
Insurance.....			2,865.75
Legal expenses.....			6,663.20
Other general expenses.....			410.20
Total.....			\$ 104,192.86
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures.....			205,535.82
Maintenance of equipment.....			97,312.54
Conducting transportation.....			606,692.80
General expenses.....			104,192.86
Grand total.....			\$ 1,013,734.02
Percentage of expenses to earnings--entire line.....			65.32



## RENTALS PAID.

## RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Wabash Railroad Company.....			\$ 142,640.08	
Hannibal & St. Jo Railroad Company.....			3,858.00	
Chicago, Burlington & Quincy Railroad Company.....			15,120.00	
Total rents.....			\$ 161,668.08	

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 9,967,294.78	\$ 10,642,708.97	\$ 675,504.19	
Cost of equipment.....	418,445.94	473,459.53	55,013.59	
Stocks of other companies owned.....	8,025.75	7,800.00		225.75
Cash and current assets.....		234,896.23	234,896.23	
OTHER ASSETS— Materials and supplies.....	115,501.30	67,025.88		48,475.48
Profit and loss.....		106.51	106.51	
Grand total.....	\$ 10,509,267.83	\$ 11,426,087.12	\$ 916,819.29	

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 20, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 5,443,800.00	\$ 5,443,800.00		
Funded debt.....	4,300,000.00	5,150,000.00	850,000.00	
Current liabilities.....	532,128.64	604,548.29	72,419.65	
Accrued interest on funded debt not yet payable.....	107,500.00	17,000.00		90,500.00
Insurance fund.....	3,225.27			3,225.27
Income account.....	122,613.92	237,738.83		
Less difference between interest paid and interest accrued.....		17,000.00	88,124.91	
Profit and loss.....				
Grand total.....	\$ 10,509,267.83	\$ 11,426,087.12	\$ 916,819.29	

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## EXPRESS COMPANIES.

American Express Company pays on a basis of pounds carried one mile with a guaranteed minimum.

## SLEEPING, PARLOR OR DINING CAR COMPANIES.

Pullman Palace Car Company furnishes sleeping cars for which we pay mileage. The Pullman Company takes all receipts and maintains cars inside. The railroad company maintains them outside.

## OTHER RAILROAD COMPANIES.

Contract with Chicago, Burlington & Quincy Railroad Company for hauling their freight between Hannibal, Mo., and Quincy at an arbitrary rate per car and per cwt.

## TELEGRAPH COMPANIES.

Western Union Telegraph Company. The railroad takes fixed percentage of receipts at stations and other offices along the line of road.

## OTHER CONTRACTS.

O. H. Shaver, news privilege on trains.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED		Miles.	Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.
	FROM—	TO—				
First mortgage.....	Mt. Pleasant Junction, Keokuk, Iowa.....	Keokuk, Iowa.....	48.00	\$ 20,000.00		
	Keokuk, Iowa.....	Quincy, West.....	36.54	20,000.00		
	Moody, Missouri.....	Hannibal, Mo.....	13.22	20,000.00		
	Hannibal, Missouri.....	St. Peters, Mo.....	78.72	20,000.00	All	All

## EMPLOYEES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	4	1,440	\$ 10,374.96	\$ 7.20
General office clerks.....	34	12,240	22,370.76	1.83
Station agents.....	8	2,880	3,690.00	1.28
Other station men.....	26	9,360	13,950.00	2.49
Enginemen.....	8	2,880	9,613.21	3.34
Firemen.....	7	2,520	4,948.34	1.97
Conductors.....	6	2,160	6,911.87	3.20
Other trainmen.....	13	4,680	9,024.21	1.93
Machinists.....	15	4,680	13,612.00	2.69
Carpenters.....	21	6,552	13,149.30	2.01
Other shopmen.....	66	20,592	27,329.84	1.31
Section foremen.....	12	4,320	5,953.50	1.38
Other trackmen.....	44	13,728	15,209.77	1.11
Switchmen, flagmen, and watchmen.....	5	1,800	3,109.51	1.77
Telegraph operators and dispatchers.....	3	1,080	1,800.00	1.71
All other employees and laborers.....	2	600	1,740.00	2.90
Total (including general officers)—Iowa.....	274	91,512	\$ 163,488.87	\$ 1.78
Less general officers.....	4	1,440	10,374.96	7.20
Total (excluding general officers)—Iowa.....	270	90,072	\$ 153,113.91	\$ 1.69
DISTRIBUTION OF ABOVE:				
General administration.....	38	13,680	32,754.72	2.39
Maintenance of way and structures.....	68	22,332	28,745.88	1.31
Maintenance of equipment.....	95	29,640	50,308.04	1.69
Conducting transportation.....	73	26,160	51,680.23	1.97
Total (including general officers)—Iowa.....	274	91,512	\$ 163,488.87	\$ 1.78
Less general officers.....	4	1,440	10,374.96	7.20
Total (excluding general officers)—Iowa.....	270	90,072	\$ 153,113.91	\$ 1.69
Total (excluding general officers)—Entire line.....	816	277,392	\$ 503,680.08	\$ 1.82



## PASSENGER, FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

<b>PASSENGER TRAFFIC—</b>		
Number of passengers carried earning revenue.....	271,251	
Number of passengers carried one mile.....	14,026,326	
Average distance carried, miles.....	5.1	
Total passenger revenue.....	8	351,150.47
Average amount received from each passenger.....		1.29.456
Average receipts per passenger per mile.....		.02.510
Estimated cost of carrying each passenger one mile.....		.03.971
Total passenger earnings.....		410,486.16
Passenger earnings per mile of road operated.....		1,847.48
Passenger earnings per train mile.....		96.210
<b>FREIGHT TRAFFIC—</b>		
Number of tons carried of freight earning revenue.....	1,098,544	
Number of tons carried one mile.....	136,894,029	
Average distance haul of one ton.....	115.5	
Total freight revenue.....		1,102,249.41
Average amount received for each ton of freight.....		1.00.337
Average receipts per ton per mile.....		.868
Estimated cost of carrying one ton one mile.....		.600
Total freight earnings.....		1,102,249.41
Freight earnings per mile of road operated.....		4,842.92
Freight earnings per train mile.....		1.98.281
<b>PASSENGER AND FREIGHT—</b>		
Passenger and freight revenue.....		1,453,399.88
Passenger and freight revenue per mile of road.....		6.385.76
Passenger and freight earnings.....		1,512,735.57
Passenger and freight earnings per mile of road.....		6,646.46
Gross earnings from operation.....		1,547,156.35
Gross earnings from operation per mile of road.....		6,797.70
Expenses.....		1,013,734.02
Expenses per mile of road.....		4,454.01
<b>TRAIN MILEAGE—</b>		
Miles run by passenger trains.....		418,946
Miles run by freight trains.....		537,829
Miles run by mixed trains.....		30,821
Total mileage trains earning revenue.....		987,599
Miles run by switching trains.....		73,829
Miles run by construction and other trains.....		61,858
Grand total train mileage.....		1,070,296
Mileage of loaded freight cars—south.....		11,333.182
Mileage of empty freight cars—south.....		2,089,573
Average number of freight cars in train.....		24
Average number of loaded cars in train.....		22
Average number of empty cars in train.....		2
Average number of tons of freight in train.....		123.65
Average number of tons of freight in each loaded car.....		5.62

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>LOCOMOTIVES--</b>						
Passenger.....		8	8	Westinghouse.		
Freight.....		15	15	Westinghouse.		
Total locomotives.....		23	23	Westinghouse.		
<b>CARS IN PASSENGER SERVICE--</b>						
First-class passenger cars.....	4	15	15	Westinghouse.	4	Janney.
Combination passenger cars.....	1	1	1		11	Miller.
Baggage, express and postal cars.....		7	7	Westinghouse.	1	Janney.
					6	Miller.
Total.....	5	23	23	Westinghouse.	6	Janney.
					17	Miller.
<b>CARS IN FREIGHT SERVICE--</b>						
Box cars.....		273	16	Westinghouse.	16	Janney.
Flat cars.....		30	5		5	Janney.
Stock cars.....		101	50		50	Janney.
Coal cars.....		48				Janney.
Refrigerator cars.....	10	10	10	Westinghouse.	10	Janney.
Total.....	10	471	81	Westinghouse.	81	Janney.
<b>CARS IN COMPANY'S SERVICE--</b>						
Derrick cars.....		2				
Caboose cars.....	5	22				
Other road cars.....		4				
Total.....	5	28				
Total cars owned.....		521	103	Westinghouse.	86	Janney.
					17	Miller.
Grand total cars.....	20	522	104	Westinghouse.	87	Janney.
					17	Miller.

## MILEAGE.

## A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	Line represented by capital stock—main line.	Line operated under track-age rights.	Total mileage operated.	RAILS.	
				Iron.	Steel.
Miles of single track.....	176.45	51.15	227.60	39.98	136.47
Miles of yard track and sidings.....	27.13		27.13	24.05	2.48
Total mileage operated (all tracks).....	203.58		254.73	64.03	138.95



## B. MILEAGE OF LINE BY STATES AND TERRITORIES.

## II. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	Line represented by capital stock—main line.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	RAILS.	
				Iron.	Steel.
Iowa .....	50.96	50.96	.06	39.98	10.98
Missouri .....	125.49	125.49	47.78	.....	125.49
Illinois .....	.....	.....	2.41	.....	2.41
Total mileage operated (single track) .....	176.45	176.45	51.15	39.98	138.89

## III. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Iowa .....	50.96	50.96	.....	39.98	10.99
Missouri .....	125.49	125.49	.....	.....	125.48
Total mileage owned (single track) .....	176.45	176.45	.....	39.98	136.47

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
Steel .....	3,728.48	66	\$ 31.91	Oak .....	46,793	\$ 37.34
Total steel .....	3,728.48	66	\$ 31.91	Total .....	46,793	\$ 37.34

## CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal—bituminous.	Cords of wood—soft.	Total fuel consumed—tons.	Miles run.	Average lbs. consumed per mile.
Passenger .....	16,330	233.7	16,563.50	504,705	65.63
Freight .....	36,540	446.4	36,986.75	716,483	103.26
Switching .....	1,737	4.15	1,742	73,829	47.10
Construction .....	517.50	4.5	511.75	14,868	71.47
Total .....	55,123.50	678.15	55,812.50	1,309,887	85.22
Average cost at distributing point .....	\$ 1.81.35	\$ 2.83.87	\$ 1.82.6	.....	.....

## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling .....	.....	1	.....	.....	.....	.....	.....	1
Falling from trains and engines .....	1	.....	.....	.....	.....	.....	1	.....
At stations .....	.....	.....	1	.....	1	1	1	1
Other causes .....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	1	1	1	.....	2	2	4	3

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.		TRESPASSERS.		NOT TRESPASSERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other train accidents .....	.....	1	.....	1	.....	.....	.....	1
At highway crossings .....	.....	.....	1	.....	.....	.....	1	.....

## PERSONS KILLED OR INJURED BY "OTHER CAUSES."

## EMPLOYEES.

Laborer cut foot with adze, caused death.  
Laborer, leg broken, loading wheels.

## PASSENGERS.

Hand injured caused by holding it out of window and striking bridge.

## TRESPASSERS.

Right arm cut off while attempting to get on moving train.

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.
BRIDGES—				
Iron .....	2	36	957	993
Wooden .....	14	105	493	2,285
Combination .....	14	60	188	1,203
Total .....	30	.....	.....	4,481
TRESTLES .....	200	12	600	17,722
OVERHEAD HIGHWAY CROSSINGS—				
Bridges .....	.....	.....	.....	1
Height of lowest above surface of rail, feet .....	.....	.....	.....	16
Trestles .....	.....	.....	.....	1
Height of lowest above surface of rail, feet .....	.....	.....	.....	22
GAUGE OF TRACK—				
Four feet, eight and one-half inches; 176.45 miles.	.....	.....	.....	.....



## CHARACTERISTICS OF ROAD.

WORKING DIVISION OR BRANCHES.				ALIGNMENT.				PROFILE.					
FROM—	TO—	MILES.	Number of cuts.	Aggregate length of curved line—miles.	Length of straight line—miles.	Ascending grades.			Descending grade.				
						Number.	Sums of ascents—feet.	Aggregate length of ascending grades—miles.	Number.	Sums of descents—feet.	Aggregate length of descending grades—miles.		
Keokuk	St. Louis	178.75	195	28.46	100.02	125.46	3	30	1.75	4	49	1.35	
St. Louis, Keokuk & Northwestern runs over:													
H. & St. J. track		3.57											
M. K. & T. R. Y.		.74											
C. & A. R. track		.39											
Wabash R. R.		42.81											
Quincy Bridge and C., B. & Q. R. Y.		2.41											
Keokuk	Mt. Pleasant	40.05	55	0.00	40.00 *								
This road runs over the C., B. & Q. from Mt. Pleasant Junction		.95											
Total		227.00	250	37.46	140.11	125.46							

\* No level of this branch.

## TELEGRAPH.

Owned and operated by company making this report, miles of line, 188.03; miles of wire, 662.04.

Owned by another company, but located on property of road making this report: Keokuk & Western Railroad Company and Western Union Telegraph Company, miles of line, 5; miles of wire, 10.

Poles, wire and machinery owned and operated jointly by the railroad and telegraph company. Railroad company takes fixed percentage of receipts at stations and other offices on its line.

## CAR MILEAGE.

State below all individuals, co-operative fast freight lines and stock companies to which the company making this report pays mileage for the use of cars.

Anglo-American Provision Co.	Merchants' Despatch.
Armour Refrigerator Line.	Matton Manufacturing Co.
American Refrigerator Transportation Co.	Mathers Horse and Stock Car Co.
American Live Stock Transportation Co.	Midland Line.
Arms Palace Horse Car Line.	Main Brothers.
American Cotton Oil Co.	National Despatch.
American Transportation Co.	Nelson Morris & Co.
Allerton, S. W. Refrigerator Line.	National Linseed Oil Co.
American Tank Line.	New England Car Co.
Armour-Cudahy Refrigerator Line.	Peerless Refining Co.
Austell Refrigerator Car Line.	Pennsylvania Refining Co.
Blue Line.	Post, Martin & Co.
Burton Stock Car Co.	Polar Refrigerator Car Co.
Cupple's, S. Woodenware Co.	Red Line.
Canada Cattle Car Co.	Railroad Equipment Co.
California Fruit Line.	Rend, W. P. & Co.
Continental Line.	Star Union Line.
Climax Gasoline Co.	St. Louis Refrigerator Line.
Cleveland Refrigerator Co.	Street's Stable Car Line.
Chicago Refrigerator Co.	Schofield, Schurmer & Teagle.
Canadian Pacific Despatch.	Swift's Refrigerator Line.
Delaware Oil Co.	Southern Iron Car Line.
Empire Line.	Southern Cotton Oil Co.
Ellsworth, J. W. & Co.	St. Charles Car Co.
Erle Despatch.	Trans-Continental Transportation Co.
Green Line.	Tiffany Refrigerator Co.
Hicks Stock Car Co.	Tropical Transportation Co.
Iron Car Express.	Union Line.
Joliet Steel Co.	Union Tank Line.
J. Doid Packing Co.	White Line.
Keystone Palace Horse Car Co.	Waters-Price Oil Co.
Kansas City Packing & Chase Refrig. Co.	Winters' Palace Horse Car Co.
Live Poultry Transportation Co.	White Star Transportation Co.

STATE OF MISSOURI, }  
COUNTY OF BUCHANAN, } ss.

I, the undersigned, C. M. Carter, Auditor of the St. Louis, Keokuk & North-Western Railroad Company, on my oath do say that the foregoing statement has been prepared, under my direction, from the original books, papers and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all the financial operations of said company during the period for which said return is made.

C. M. CARTER, Auditor.

Subscribed and sworn to before me this 21st day of October, 1901.

[SEAL.]

SCHUYLER G. HUTCHINSON.

Notary Public.



## ANNUAL REPORT

OF THE

## KANSAS CITY, ST. JOSEPH &amp; COUNCIL BLUFFS RAILROAD CO.

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
 Page 7. Give the names of your attorneys in Iowa.  
 Superintendents for Iowa.  
 Division superintendents for Iowa.  
 Page 11. Total mileage operated in Iowa.  
 Page 13. Total mileage in Iowa.  
 Page 17. 1—Amount of stock issued for dividends on earnings.  
 2—Amount of stock per mile of road.  
 3—Amount of stock representing road in Iowa.  
 4—Amount of stock held in Iowa.  
 Page 19. Amount of funded debt representing road in Iowa.  
 Page 27. Grand total for Iowa.  
 Page 33. Taxes paid in Iowa.  
 Page 43. 1—Operating expenses per mile of road.  
 2—Operating expenses per train mile.  
 3—Proportion of operating expenses and taxes for Iowa.  
 4—Percentage of expenses to earnings.  
 5—Net earnings per train mile.  
 6—Percentage of earnings to stock and debt.  
 7—Percentage of earnings to cost of road and equipment.  
 8—Surplus at the commencement of the year.  
 9—Surplus at the close of the year.  
 10—Amount of its own stock owned by the company.  
 Page 46. Fencing in Iowa.  
 1—How many miles of new fencing on your road in Iowa?  
 2—How many miles of unfenced road in Iowa?  
 3—What is the average cost per mile of fencing?  
 4—What is the total cost of the same?  
 5—How many miles of new fencing built during the year?

Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

2—Average number of tons in cars when in less than car lots.

3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.

4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.

a—Total receipts for freight forwarded to points outside the State.

b—Total receipts for freight received from points outside the State.

c—Total receipts for freight forwarded to points within the State.

d—Total receipts for freight received from points within the State.

e—Total receipts from passengers destined to points outside the State.

f—Total receipts from passengers from points outside the State.

g—Total receipts from passengers destined to points within the State.

h—Total receipts from passengers from points within the State.

5—Total amount received for local freight.

6—Total amount received for through freight.

7—Number of tons of local freight carried.

8—Total amount received from freight originating in Iowa and passing outside the State.

9—Total amount received from freight originating outside the State and destined to points in Iowa.

10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?

12—What per cent does the local freight business of Iowa bear to business originating outside the State and destined to points within the State?

13—What per cent does local freight business bear to freight moved across the State, from points outside to points outside the State?

14—What per cent of freight received at each station on your road is local and what per cent interstate?

15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 64. Tonnage crossing Mississippi River bridge at ..... for the year ending June 30, 1891:

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

Tonnage crossing Missouri River bridge at ..... for the year ending June 30, 1891:

East bound, number tons.....

West bound, number tons.....

Total tons.....

Page 69. Under heading "State or Territory" insert Iowa.

Page 77. Under "Overhead Highway Crossings," insert Overhead Farm Crossings.  
 Under "Conduits," insert Farm Crossings, "Under."



## REPORT OF RAILROAD COMMISSIONERS.

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from congressional grants.  
 2—State the number of acres yet to inure to your company from congressional grants.  
 3—State the average price at which these lands have been sold or contracted by the company.  
 4—State the number of acres sold.  
 5—State the amount received from sales.  
 6—State the amount unpaid on outstanding contracts.  
 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.  
 8—State the amount expended in sale and management of lands.  
 9—State the amount of taxes paid on lands.  
 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.  
 11—The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road all fixtures and conveniences for transacting its business.
- Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?  
 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.  
 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.
- No answers were received to above list of questions.

## HISTORY.

Name of common carrier making this report?  
 Kansas City, St. Joseph & Council Bluffs Railroad Company.  
 Date of organization?  
 Consolidated July 11, 1870.  
 Under laws of what government, State, or Territory organized? If more than one, name all;  
 give reference to each statute and all amendments thereof.  
 The Platte County Railroad, the original organization, was chartered by the State of Missouri February 24, 1853.  
 If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same.  
 Platte County Co., February 24, 1853, changed to Platte County Railroad Co., December 11, 1855; Weston & Atchison Railroad Co., April 22, 1859; Missouri Valley Railroad Co., March 8, 1867, by change of name of the Atchison & St. Joseph Railroad Co., and consolidation of same with the Weston & Atchison Railroad Co.; St. Joseph & Council Bluffs Railroad Co., July 16, 1867; Council Bluffs & St. Joseph Railroad Co., May 1858.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. E. Perkins	Burlington, Iowa	March 3, 1892.
E. C. Perkins	Boston, Mass.	March 3, 1892.
J. L. Gardner	Boston, Mass.	March 3, 1892.
C. J. Paine	Boston, Mass.	March 3, 1892.
J. M. Forbes	Boston, Mass.	March 3, 1892.
F. W. Hunnewell	Boston, Mass.	March 3, 1892.
Richard Olney	Boston, Mass.	March 3, 1892.
W. W. Baldwin	Burlington, Iowa	March 3, 1892.
T. J. Coolidge	Manchester, Mass.	March 3, 1892.

Total number of stockholders at date of last election?  
 Eighteen.

Date of last meeting of stockholders for election of directors?  
 March 3, 1891.

Give post-office address of general office:  
 St. Joseph, Mo.

Give post-office address of operating office:  
 St. Joseph, Mo.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	C. E. Perkins	Burlington, Iowa.
First Vice-President	J. C. Peasley	Chicago, Illinois.
Second Vice-President	G. B. Harris	Chicago, Illinois.
Secretary	W. J. Ladd	Boston, Massachusetts.
Treasurer	J. C. Peasley	Chicago, Illinois.
Assistant Treasurer	J. H. Sturgis	St. Joseph, Missouri.
General Solicitors	Spencer, Barnes & Mosman	St. Joseph, Missouri.
Attorneys	Sapp & Pusey	Council Bluffs, Iowa.
Auditor	C. M. Carter	St. Joseph, Missouri.
Assistant Auditor	H. W. Taylor	St. Joseph, Missouri.
General Manager	W. C. Browne	St. Joseph, Missouri.
Chief Engineer	L. F. Goodale	St. Joseph, Missouri.
General Superintendent	S. E. Orance	St. Joseph, Missouri.
Superintendent	G. M. Hohl	St. Joseph, Missouri.
Assistant Superintendent	E. G. Fish	Kansas City, Missouri.
Superintendent of Telegraph	L. T. Dyer	St. Joseph, Missouri.
General Freight Agent	Howard Elliott	St. Louis, Missouri.
Assistant General Freight Agent	J. S. Bartle	St. Joseph, Missouri.
General Passenger Agent	A. C. Dawes	St. Louis, Missouri.
Assistant General Passenger Agent	J. H. Palmer	St. Louis, Missouri.
General Ticket Agent	A. C. Dawes	St. Louis, Missouri.
Assistant General Ticket Agent	G. B. Dunbar	St. Louis, Missouri.
General Baggage Agent	E. A. Sadd	Chicago, Illinois.



## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
MAIN LINE OWNED—				
Kansas City, St. Joseph & Council Bluffs.....	Through Kansas City Yard .....	Council Bluffs, Iowa.....	.44	
Kansas City, St. Joseph & Council Bluffs.....	Harlem, Missouri.....		193.44	193.88
BRANCH LINES OWNED—				
Nodaway Valley Railroad.....	Winthrop Junction, Mo.....	C. & A. Bridge Switch.....	1.19	
Tarkio Valley Railroad.....	Amazonia, Mo.....	Hopkins, Missouri.....	50.36	
	Bigelow, Mo.....	Burlington Junction, Missouri.....	31.54	
	Coming, Mo.....	Northford, Iowa.....	27.60	110.60
OPERATED UNDER TRackage RIGHTS—				
	Kansas City Union Depot.....	Harlem, Missouri.....	1.51	
	C. & A. Bridge Switch.....	Atchison Union Depot.....	.41	
	Council Bluffs, Iowa.....	Union Pacific Transfer.....	1.50	3.42
Total.....				307.90

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
COMMON—						
Kansas City, St. Jo & Council Bluffs Railroad Company .....	52,629	\$ 100.00	\$ 5,262,900.00	\$ 5,262,900.00	3.07	\$ 161,577.17
Nodaway Valley Railroad Company.....	3,040	100.00	450,000.00	304,000.00		
Tarkio Valley Railroad Company.....	3,360	100.00	450,000.00	336,000.00		
Missouri Valley Railroad Company.....	601	100.00	Do not know.	20,033.33		
Council Bluffs & St. Joseph Railroad Company.....	15	100.00	Do not know.	1,500.00		
Missouri Valley Railroad Company—fractions.....	34.21		Do not know.	1,140.34		
Total.....	59,679.21		\$ 5,925,573.67	\$ 5,925,573.67		\$ 161,577.17

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.	REMARKS.
COMMON—					
Issued for cash.....		\$.....	5,770	\$ 577,000.00	Nodaway Valley & Tarkio Valley R. R. stock issued at par for cash.
Issued for consolidation.....			53,279.21		
Issued in exchange for bonds purchased at par for cash.....	2.10		630		Nodaway Valley & Tarkio Valley R. R. stock.
Total.....	2.10	\$.....	59,679.21	\$ 577,000.00	

In exchange of stock of the old organizations for that of the new in the consolidation, Missouri Valley Railroad Company stock was valued at \$33½ per share.  
The road in Iowa is not separately capitalized.



**FUNDED DEBT.**  
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
First mortgage.	Jan. 1, 1877	Jan. 1, 1907	\$ 5,000,000.00	\$5,000,000.00	\$5,000,000.00	16.48	6	Jan. and July.	\$ 350,000.00	\$ 349,880.00
Income registered.	Jan. 1, 1877	Jan. 1, 1907	430,000.00	430,000.00	309,000.00	10.48	6	June and Dec.	22,400.00	21,945.00
Tarkio Valley Railroad.	June 1, 1880	June 1, 1920	388,000.00	388,000.00	278,000.00	10.48	6	June and Dec.	20,160.00	19,180.00
Nodaway Valley Railroad.	June 1, 1880	June 1, 1920	388,000.00	388,000.00	278,000.00	10.48	6	June and Dec.	20,160.00	19,180.00
Total.			\$ 5,816,000.00	\$5,816,000.00	\$5,816,000.00	16.48	6		\$ 392,560.00	\$ 391,013.00

No separate funded debt on road in Iowa.

\* Issued for consolidation.

**RECAPITULATION OF FUNDED DEBT.**

CLASS OF DEBT.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	INTEREST.		
					When payable.	Amount accrued during year.	Amount paid during year.
Mortgage bonds.	\$ 5,816,000.00	\$5,816,000.00	\$5,816,000.00	16.48	Jan. and July.	\$ 392,560.00	\$ 391,013.00
Total.	\$ 5,816,000.00	\$5,816,000.00	\$5,816,000.00	16.48		\$ 392,560.00	\$ 391,013.00

**CURRENT ASSETS AND LIABILITIES.**

**CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.**

Cash	\$ 246,825.08
Bills receivable	2,500.00
Due from agents	6,896.22
Net traffic balances due from other companies	6,765.29
Due from solvent companies and individuals	175,818.35
Total	\$ 438,804.94

Materials and supplies on hand, \$63,265.22.

**CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.**

Loans and bills payable	\$ 83,000.00
Audited vouchers and accounts	60,205.89
Wages and salaries	56,074.63
Matured interest coupons unpaid (including coupons due July 1)	170,714.50
Balance—cash assets	51,869.92
Total	\$ 438,804.94

**RECAPITULATION.**

**A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.**

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.		REMARKS.*
		To railroads.	To other properties.	Miles.	Amount.	
Capital stock	\$ 5,925,573.67	\$ 5,925,573.67		315.08	\$18,806.56	
Bonds—["grand total"]	5,587,016.48	5,587,016.48		315.08	17,732.05	
Total	\$11,512,590.15	\$11,512,590.15		630.16	\$36,538.61	

**B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.**

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
K. C., St. J. & C. B. R. R. and branches	\$5,925,573.67	\$5,587,016.48	\$ 412,987.65	\$11,924,677.80	304.57	\$ 39,152.50
Total	\$5,925,573.67	\$5,587,016.48	\$ 412,987.65	\$11,924,677.80	304.57	\$ 39,152.50



## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1890.*	Total cost to June 30, 1891.*	Cost per mile.*
<b>CONSTRUCTION—</b>				
Other real estate .....	\$ 16,375.00			
Fences .....	433.51			
Bridges and trestles .....	9,086.79			
Buildings furniture and fixtures .....	24,739.21			
Sidings and yard extensions .....	58,167.30			
Total construction .....	\$ 70,651.81	\$ 11,400,561.34	\$ 11,477,213.15	\$ 36,426.34
<b>EQUIPMENT—</b>				
Baggage, express and postal cars .....	\$ 3,196.10			
Freight cars .....	4,900.00			
Total equipment .....	\$ 8,196.10	\$ 1,471,192.31	\$ 1,479,378.41	\$ 4,695.24
Grand total cost construction, equipment, etc. ....	\$ 84,837.91	\$ 12,871,753.65	\$ 12,956,591.56	\$ 41,121.58
Total cost of construction, equipment, etc., State of Iowa, estimated .....	\$ 690.48	\$ 2,319,462.13	\$ 2,330,122.61	

## INCOME ACCOUNT.

Gross earnings from operation .....	\$ 1,886,942.13
Less operating expenses .....	1,156,472.87
Income from operation .....	\$ 730,469.26
Total incomes .....	\$ 730,469.26
<b>DEDUCTIONS FROM INCOME:</b>	
Interest on funded debt accrued .....	\$ 392,560.00
Rents .....	20,000.00
Taxes .....	45,631.26
Other deductions .....	615.61
Total deductions from income .....	\$ 458,806.87
Net income .....	\$ 271,662.39
Dividends, 3.07 per cent, common stock .....	\$ 161,577.17
Total .....	\$ 161,577.17
Deficit from operations of year ending June 30, 1891 .....	110,085.22
Surplus on June 30, 1890 .....	1,731,619.18
Additions for year .....	110,085.22
Surplus on June 30, 1891 .....	1,843,704.40

## EARNINGS FROM OPERATION.

<b>PASSENGER—</b>	
Total passenger revenue .....	\$ 531,964.76
Mail .....	65,410.57
Express .....	24,969.96
Extra baggage and storage .....	11,316.76
Total passenger earnings .....	\$ 633,722.05
<b>FREIGHT—</b>	
Total freight revenue .....	\$1,036,209.88
Total freight earnings .....	\$1,036,209.88
Total passenger and freight earnings .....	\$1,669,931.93

## OTHER EARNINGS FROM OPERATION—

Switching charges—balance .....	\$ 74,706.91
Telegraph companies .....	6,890.30
Rents from tracks, yards and terminals .....	1,959.28
Rents not otherwise provided for .....	67,778.34
Other sources .....	55,675.34
Total other earnings .....	\$ 217,010.20
Total gross earnings from operation—Iowa—estimated .....	\$ 339,649.58
Total gross earnings from operation—entire line .....	\$1,886,942.13

## STOCKS OWNED.

NAME.	Total par value	Rate.	Income or dividend received.	Valuation.
St. Joseph Union Depot Co .....	\$ 1,000.00			\$ 1,000.00
Atchison Union Depot Co .....	9,000.00			9,000.00
Kansas City Union Depot Co .....	21,000.00			10,076.20
Nodaway Valley R. R. Co .....	100,000.00			100,000.00
Tarkio Valley R. R. Co .....	110,000.00			110,000.00
Total .....	\$ 241,000.00			\$ 230,076.20

## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>			
Total .....			\$ 246,992.77
<b>MAINTENANCE OF EQUIPMENT—</b>			
Total .....			\$ 132,418.11
<b>CONDUCTING TRANSPORTATION—</b>			
Total .....			\$ 630,064.51
<b>GENERAL EXPENSES—</b>			
Total .....			\$ 146,997.48
<b>RECAPITULATION OF EXPENSES—</b>			
Maintenance of way and structures .....			\$ 246,992.77
Maintenance of equipment .....			132,418.11
Conducting transportation .....			630,064.51
General expenses .....			146,997.48
Grand total .....			\$ 1,156,472.87
Percentage of expenses to earnings—entire line .....			61.28
Operating expenses—State of Iowa—estimated .....			\$ 208,165.11

## RENTALS PAID.

## A. RENTS PAID FOR LEASE OF ROAD IN IOWA.

Hannibal & St. Jo Railroad, Harlem, Missouri, to Union Depot, Kansas City, including Missouri River Bridge .....	\$ 20,000.00
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## RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

DESIGNATION AND SITUATION OF PROPERTY LEASED.	NAME OF COMPANY USING PROPERTY LEASED.	ITEM.	TOTAL.
TRACKS. Tarkio Valley Railroad, north of Northboro, Iowa.....	Chicago, Burlington & Quincy Railroad Company.....		\$ 1,950.25
Grand total rentals received.....			\$ 1,950.25

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 11,400,561.34	\$ 11,477,213.15	\$ 76,651.81	
Cost of Equipment.....	241,838.90	241,000.00	8,186.10	838.90
Stocks of other companies owned.....	15,988.65	32,756.99	16,768.34	
Lands owned.....	506,634.96	438,804.94		67,830.02
Cash and current assets, balance.....	34,470.36	93,625.22	58,794.86	
OTHER ASSETS— Materials and supplies.....		21,000.00	21,000.00	
Sinking fund.....	14,039.03	12,295.75		1,743.28
Sundries.....				
Grand total.....	\$ 13,684,725.55	\$ 13,795,714.46	\$ 110,988.91	

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital Stock.....	\$ 5,904,573.67	\$ 5,925,573.67	\$ 21,000.00	\$ 21,000.00
Funded Debt.....	5,008,016.48	5,587,016.48		9,641.88
Current liabilities.....	396,636.90	386,995.02		9,641.88
Accounts not liabilities.....	7,764.17	12,476.32	4,712.15	
Profit and loss.....	34,115.15	39,948.57	5,833.42	
Income accounts.....	1,733,619.18	1,843,704.40	110,085.22	
Grand Total.....	\$ 13,684,725.55	\$ 13,795,714.46	\$ 110,988.91	

## CONTRACTS, AGREEMENTS, ETC.

## EXPRESS COMPANIES.

With American Express Company, for transportation of merchandise on entire line.

## MAILS.

Usual arrangement with the post-office department for the transportation of mail.

## SLEEPING, PARLOR OR DINING CARS.

With Pullman's Palace Car Company for haul of their cars on regular passenger trains at regular mileage rates.

## OTHER RAILROAD COMPANIES.

With Chicago, Burlington & Quincy Railroad Company for the right to run its trains over certain portions of track. With the Burlington & Missouri River Railroad Company in Neb., for the right to run its trains on track between St. Joseph Mo., and Napier, Mo. With the Hannibal & St. Jo. Railroad Company for the right to run our trains between Harlan, Mo., and the Union Depot, Kansas City. With Chicago & Atchison Bridge Company for trackage rights between Atchison, Kansas, and Winthrop, Mo.

## TELEGRAPH COMPANIES.

With Western Union Telegraph Company for services on line of this company.

## PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue.....	422,771
Number of passengers carried one mile.....	17,927,680
Average distance carried.....	42.405
Total passenger revenue.....	\$ 531,994.76
Average amount received from each passenger.....	1.258
Average receipts per passenger per mile.....	.02.967
Estimated cost of carrying each passenger one mile.....	.03.329
Total passenger earnings.....	633,722.05
Passenger earnings per mile of road.....	2,037.60.502
Passenger earnings per train mile.....	.98.396

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue.....	967,032
Number of tons carried one mile.....	75,915,654
Average distance haul of one ton.....	78.31
Total freight revenue.....	1,036,209.88
Average amount received for each ton of freight.....	1.08.171
Average receipts per ton per mile.....	.01.381
Estimated cost of carrying one ton one mile.....	.01.330
Total freight earnings.....	1,635,209.88
Freight earnings per mile of road.....	3,364.42.702
Freight earnings per train mile.....	2.18.512

## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	1,568,204.64
Passenger and freight revenue per mile of road.....	5,691.73.882
Passenger and freight earnings.....	1,669,931.93
Passenger and freight earnings per mile of road.....	5,422.03.295
Gross earnings from operation.....	2,886,942.13
Gross earnings from operation per mile of road.....	6,126.63.440
Expenses (proportional on basis of miles of road).....	1,156,472.87
Expenses per mile of road.....	3,754.90.393

## TRAIN MILEAGE:

Miles run by passenger trains.....	644,032
Miles run by freight trains.....	474,212
Total mileage trains earning revenue.....	1,118,264
Miles run by switching trains.....	376,535
Miles run by construction and other trains.....	58,925

Grand total train mileage..... 1,533,724

Mileage of loaded freight cars—north.....	7,233,301
Mileage of empty freight cars—north.....	2,329,376
Average number of freight cars in train.....	20.16
Average number of loaded cars in train.....	15.25
Average number of empty cars in train.....	4.91
Average number of tons of freight in train.....	158.19
Average number of tons of freight in each loaded car.....	19.37

## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

No record of commodities is kept by this company.



## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		MILES.	Amount of mortgage per mile of line.	What equip-ment mort- gaged.	What in- come mort- gaged.	What secu- rities mort- gaged.
	FROM—	TO—					
FIRST MORTGAGE BONDS—							
Main line	Kansas City	Council Bluffs	193.88	\$ 19,684.26			
Winthrop branch	Winthrop Junction	Winthrop	1.19				
Nebraska City branch	Nebraska City Junction	Nebraska City Bridge	6.72			All	None
Hopkins branch	Amazonia	State Line	52.22				
Nodaway Valley Railroad bonds	Bigelow	Burlington Junction	31.54	8,814.20			
Tarkio Valley Railroad bonds	Corning	Jct. with C. C. & S. W.	29.53	10,463.93			

Income registered bonds. Old bonds past due not presented for redemption.

## EMPLOYES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total No. of days worked.	Total yearly compensation.	Average daily compensation.
Station agents	6	12,190	\$ 3,350.70	\$ 1.53
Enginemen	22	730	2,466.10	3.37
Firemen	22	730	1,965.10	1.87
Machinists	1	313	1,017.25	3.25
Carpenters	5	1,565	3,724.70	2.38
Other shopmen	10	3,130	4,350.70	1.39
Section foremen	10	3,130	5,039.30	1.61
Other trackmen	51	15,963	16,601.52	1.04
All other employees and laborers	11	3,443	4,785.77	1.39
Total (excluding general officers)—Iowa	98	31,194	\$ 42,695.14	\$ 1.37
DISTRIBUTION OF ABOVE—				
Maintenance of way and structures	72	22,536	\$ 26,426.50	\$ 1.17
Maintenance of equipment	10	5,008	9,092.65	1.81
Conducting transportation	10	3,650	7,175.99	1.97
Total (excluding general officers)—Iowa	98	31,194	\$ 42,695.14	\$ 1.37

Classes which are omitted are not employed in the State of Iowa.

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES:						
Passenger .....		16	15	Westinghouse...		None.
Freight .....		14	10	Westinghouse...		None.
Switching .....		10	9	Westinghouse...		None.
Total locomotives .....		40	34			
CARS IN PASSENGER SERVICE—						
First-class passenger cars .....		13	13	Westinghouse...	13	Miller.
Second-class passenger cars .....		5	5	Westinghouse...	5	Miller.
Combination passenger cars .....		3	3	Westinghouse...	3	Miller.
Parlor cars .....		5	5	Westinghouse...	5	Miller.
Baggage, express and postal cars .....		11	11	Westinghouse...	11	Miller.
Other cars in passenger service .....		1	1	Westinghouse...	1	Janney.
Total .....		38	38		38	
CARS IN FREIGHT SERVICE:						
Box cars .....	8	722	106	Westinghouse...	106	Janney.
Flat cars .....	1	67				
Stock cars .....		92	60	Westinghouse...	60	Janney.
Coal cars .....		67				
Total .....	9	948	172		175	
CARS IN COMPANY'S SERVICE:						
Gravel cars .....		14				
Derrick cars .....		1	1	Westinghouse...		
Caboose cars .....		17				
Other road cars .....		14	1	Westinghouse...		
Total .....		46	2			
CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE.						
Total cars owned .....		1,032				
CARS LEASED .....		1	1	Westinghouse...	1	Miller.
Grand total cars .....		1,033	175		176	



MILEAGE.  
MILEAGE OF ROAD OPERATED IN IOWA.

LINE REPRESENTED BY CAPITAL STOCK.	LINE IS USE.		Line of property company.	Line operated under lease.	Line operated under contract, etc.	Line operated under track-ages rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track.....	40.65	2.17				1.50	53.32		2.17	51.15
Miles of second track.....										
Miles of third track.....										
Miles of fourth track.....										
Miles of yard track and sidings.....										
Total mileage operated (all track).....	40.65	2.17				1.50	53.32		2.17	51.15

MILEAGE OF LINE BY STATES AND TERRITORIES.  
MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	LINES REPRESENTED BY CAPITAL STOCK.		Line of property company.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage excluding track-ages rights.	Line operated under track-ages rights.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Iowa.....	40.65	2.17					51.82	1.50	2.17	51.15
Total mileage owned.....	40.65	2.17					51.82	1.50	2.17	51.15
Iowa.....	40.65	10.82					60.47		7.38	53.09
Total mileage owned.....	40.65	10.82					60.47		7.38	53.09

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.	
KIND.	Tons.	Weight per yard, lbs.	Average price per ton at distributing point.	KIND.	Number.
Steel.....	5,006	66	35.00	Oak.....	19,131
Total steel.....	5,006	66	35.00	Total.....	19,131
					55c

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Tons of coal bituminous.		Cords of wood hard.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger.....	19,235		491		19,696	698,417	54.42
Freight.....	19,707		321		20,088	529,946	75.81
Switching.....	9,142		94		9,236	376,585	49.06
Construction.....	1,337		31		1,368	58,925	46.43
Total.....	49,481		907		50,388	1,693,823	60.57
Average cost at distributing point.....	\$ 2.25	\$ 2.33	\$ 2.25				

OTHER TRAIN ACCIDENTS.

Caught in cattle guard, run down by train and killed.

OTHER CAUSES.

Switchman, arm broken while hanging on side of a car, being struck by another car.  
Section man, struck by train and killed.  
Trespasser, run over by train and killed.

ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	1	2	1	1	1	1	1	2
Other train accidents.....	1	1	1	1	1	1	1	1
Other causes.....	1	2	1	1	1	1	2	4
Total.....	1	2	2	2	2	2	2	4



## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.	Miles.	ALIGNMENT.				PROFILE.					
		Number of curves.	Aggregate length of curved lines.	Length of straight line.	Length of level line.	Number.	Sum of ascents—feet.	Aggregate length of ascending grades.	Number.	Sum of descents—feet.	Aggregate length of descending grades.
FROM—											
State Line.....	49.65	14	3.20	46.45	16.31	61	100.5	20.73	38	34.8	6.61
TARKIO VALLEY BRANCH—											
State Line.....	4.10	7	1.20	2.90	.15	3	71.5	3.85	2	8.4	.41
Loop Line near East City.....	6.73	5	1.24	5.49	2.35	5	10.4	1.84	3	5.6	2.54
Total.....	60.48	26	5.74	54.74	18.81	69	182.4	32.12	43	48.8	9.55
TO—											
Council Bluffs.....											
Junction with C., B. & Q.....											

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.			
			TRESPASSING.		NOT TRESPASSING.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....	.....	.....	1	.....	.....	.....
Total.....	.....	.....	1	.....	.....	.....

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.
BRIDGES—				
Iron.....	3	275	30	210
Wooden.....	42	120	40	80
Total.....	5	395		
TRETTLES.....				

## GAUGE OF TRACK—

Four feet, eight and one-half inches; all.

## TELEGRAPH.

Owned by company making this report, miles of line, 54; miles of wire, 266.  
 Operated by Western Union Telegraph Company and this company, jointly, miles of line, 54; miles of wire, 266.

## CAR MILEAGE.

This company receives cars of any fast freight line, stock company, or individual, loaded with freight for transportation, and pays usual rates of mileage on same.

STATE OF MISSOURI, ss.  
 COUNTY OF BUCHANAN, ss.

We, the undersigned, W. C. Brown, General Manager, and C. M. Carter, Auditor of the Kansas City, St. Joseph & Council Bluffs Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all of the financial operations of said company during the period for which said return is made.

W. C. BROWN,  
 General Manager.

C. M. CARTER,  
 Auditor.

Subscribed and sworn to before me this 1st day of October, 1891.  
 SCHUYLER G. HUTCHINSON,  
 Notary Public.



ANNUAL REPORT  
OF THE  
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY  
TO THE  
BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.  
FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa. 36.  
Page 7. Give the names of your attorneys in Iowa.  
Superintendents for Iowa.  
Division Superintendents for Iowa.  
Page 11. Total mileage operated in Iowa.  
Page 13. Total mileage in Iowa.  
Page 17. 1—Amount of stock issued for dividends on earnings.  
2—Amount of stock per mile of road.  
3—Amount of stock representing road in Iowa.  
4—Amount of stock held in Iowa.  
Page 19. Amount of funded debt representing road in Iowa.  
Page 27. Grand total for Iowa.  
Page 33. Taxes paid in Iowa.  
Page 45. 1—Operating expenses per mile of road.  
2—Operating expenses per train mile.  
3—Proportion of operating expenses and taxes for Iowa.  
4—Percentage of expenses to earnings.  
5—Net earnings per train mile.  
6—Percentage of earnings to stock and debt.  
7—Percentage of earnings to cost of road and equipment.  
8—Surplus at the commencement of the year.  
9—Surplus at the close of the year.  
10—Amount of its own stock owned by the company.

## Page 46. Fencing in Iowa.

- 1—How many miles of fencing on your road in Iowa?
- 2—How many miles of unfenced road in Iowa?
- 3—What is the average cost per mile of fencing?
- 4—What is the total cost of the same?
- 5—How many miles of new fencing built during the year?

## Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

- 2—Average number of tons in cars when in less than car lots.
- 3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.
- 4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.
  - a—Total receipts for freight forwarded to points outside the State.
  - b—Total receipts for freight received from points outside the State.
  - c—Total receipts for freight forwarded to points within the State.
  - d—Total receipts for freight received from points within the State.
  - e—Total receipts from passengers destined to points outside the State.
  - f—Total receipts from passengers from points outside the State.
  - g—Total receipts from passengers destined to points within the State.
  - h—Total receipts from passengers from points within the State.

- 5—Total amount received for local freight.
- 6—Total amount received for through freight.
- 7—Number of tons of local freight carried.
- 8—Total amount received from freight originating in Iowa and passing outside the State.
- 9—Total amount received from freight originating outside the State and destined to points in Iowa.
- 10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?
- 11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?
- 12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
- 13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?
- 14—What per cent of freight received at each station on your road is local and what per cent interstate?
- 15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
- 16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
- 17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?
- 18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa to points on the main line outside the State, or to points on other lines?
- 19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

## Page 64. Tonnage crossing Mississippi river bridge at ..... for the year ending June 30, 1891.

East bound, number of tons.....	.....
West bound, number of tons.....	.....
Total tons.....	.....

## Tonnage crossing Missouri river bridge at ..... for the year ending June 30, 1891.

East bound, number of tons.....	.....
West bound, number of tons.....	.....
Total tons.....	.....



- Page 69. Under heading "State or Territory" insert Iowa.  
 Page 77. Under "Overhead Highway Crossings," insert overhead farm crossings.  
 Under "Conduits," insert farm crossing, "under."

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.  
 2—State the number of acres yet to inure to your company from congressional grants.  
 3—State the average price at which these lands have been sold or contracted by the company.  
 4—State the number of acres sold.  
 5—State the amount received from sales.  
 6—State the amount unpaid on outstanding contracts.  
 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.  
 8—State the amount expended in sale and management of lands.  
 9—State the amount of taxes paid on lands.  
 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.  
 11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.  
 Page 80. What provision, if any, has been made by this road for the payment of its funded debt?  
 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.  
 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

## HISTORY.

- Name of common carrier making this report:  
 Chicago, Rock Island & Pacific Railway Company.  
 Date of organization:  
 June 2d, 1880.  
 Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:  
 Laws of Illinois and Iowa.  
 If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:  
 Consolidation under the laws of the States of Illinois and Iowa of the Chicago, Rock Island & Pacific Railroad Company, Iowa Southern & Missouri Northern Railroad Company, Newton & Monroe Railroad Company, Atlantic & Southern Railroad Company, Avoca, Macedonia & Southwestern Railroad Company, Atlantic & Audubon Railroad Company.  
 Date and authority for each consolidation:  
 June 2d, 1880, under laws of the States of Illinois and Iowa.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. P. Flower	New York City	June, 1892.
Benjamin Brewster	New York City	June, 1892.
H. R. Bishop	New York City	June, 1894.
Henry M. Flayler	New York City	June, 1892.
Alexander E. Orr	New York City	June, 1894.
David Dows, Jr.	New York City	June, 1894.
Alex. T. Vannest	New York City	June, 1894.
Hugh Riddle	Chicago, Illinois	June, 1894.
H. H. Porter	Chicago, Illinois	June, 1893.
Marshall Field	Chicago, Illinois	June, 1893.
John DeKoven	Chicago, Illinois	June, 1893.
R. R. Cable	Rock Island, Illinois	June, 1894.
George G. Wright	Des Moines, Iowa	June, 1892.

Total number of stockholders at date of last election:

Three thousand nine hundred and twenty-nine.

Total number of stockholders in Iowa:

Thirty-six.

Date of last meeting of stockholders for election of directors.

June 3, 1891.

Give post-office address of general office.

Chicago, Illinois.

Give post-office address of operating office.

Chicago, Illinois.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	R. R. Cable	Chicago, Ill.
First Vice-President	Benjamin Brewster	New York City, N. Y.
Second Vice-President	W. G. Purdy	Chicago, Ill.
Third Vice-President	H. A. Parker	Chicago, Ill.
Secretary	W. G. Purdy	Chicago, Ill.
Treasurer	A. Kimball	Davenport, Iowa.
Assistant to the President	Thomas F. Withrow	Chicago, Ill.
General Counsel	Thomas S. Wright	Chicago, Ill.
General Attorney	M. A. Low	Topeka, Kan.
Auditor	E. W. Porter	Chicago, Ill.
General Manager	E. St. John	Chicago, Ill.
Assistant General Manager	W. J. Allen	Chicago, Ill.
General Superintendent	H. F. Royce	Chicago, Ill.
Division Superintendent	C. Dunlap	Topeka, Kan.
Division Superintendent	C. L. Ewing	Chicago, Ill.
Division Superintendent	John Given	Des Moines, Iowa.
Division Superintendent	H. A. White	Trenton, Mo.
Division Superintendent	C. N. Gilmore	Des Moines, Iowa.
Division Superintendent	W. H. Stillwell	Horton, Kan.
Division Superintendent	S. B. Hovey	Colorado Springs, C.
Division Superintendent	C. H. Hubbell	Herlington, Kan.
Traffic Manager	W. M. Sage	Chicago, Ill.
General Freight Agent	J. M. Johnson	Chicago, Ill.
General Passenger Agent	D. Atwood	Topeka, Kan.
Assistant General Passenger Agent	John Sebastian	Chicago, Ill.
General Ticket Agent	Geo. L. Rhodes	Chicago, Ill.
Asst. General Passenger and Ticket Agent	John Sebastian	Chicago, Ill.
General Baggage Agent	S. P. Boyd	Chicago, Ill.
Superintendent of Telegraph	J. D. Marston	Chicago, Ill.
Land Commissioner	A. R. Swift	Chicago, Ill.
Division Superintendent in Iowa	J. L. Drew	Davenport, Iowa.
Division Superintendent in Iowa	John Given	Des Moines, Iowa.
Division Superintendent in Iowa	C. N. Gilmore	Des Moines, Iowa.
Division Superintendent in Iowa	H. A. White	Trenton, Mo.



# PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Chicago, Rock Island & Pacific Railway.....	Chicago, Ill.	Council Bluffs, Iowa.....	498.92	
	Davenport, Ia.	Atchison, Kan.	341.84	
	Atchison Jet., Mo.	Leavenworth, Kan.	20.26	
	Washington, Ia.	Knexville, Ia.	7.50	
	South Englewood, Ill.	South Chicago, Ill.	11.98	
	Wilton, Ia.	Muscatine, Ia.	6.08	
	Wilton, Ia.	Lime Klin, Ia.	17	
	Newton, Ia.	Monroe, Ia.	46.95	
	Des Moines, Ia.	Indianola and Winterset, Ia.	14.58	
	Menlo, Ia.	Guthrie Center, Ia.	24.54	
	Atlantic, Ia.	Audubon, Ia.	14.71	
	Atlantic, Ia.	Griswold, Ia.	17.01	
	Avoca, Ia.	Carson, Ia.	11.84	
	Avoca, Ia.	Harlan, Ia.	4.50	
	Mt. Zion, Ia.	Keosauqua, Ia.	49.06	
	Altamont, Mo.	St. Joseph, Mo.	14.70	
	South St. Joseph, Mo.	Rushville, Mo.	2.40	
	Kansas City, Mo.	Armourdale, Kan.	54.77	
	South Omaha, Neb.	Lincoln, Neb.	439.54	
	Elwood, Kan.	Liberal, Kan.	246.97	
	Herington, Kan.	Minco, I. T.	49.30	
	Herington, Kan.	Salina, Kan.	568.65	
	Horton, Kan.	Roswell, Colo.	51.93	
	Fairbury, Neb.	Nelson, Neb.	103.98	
	McFarland, Kan.	Belleville, Kan.	26.54	
	Dodge City, Kan.	Bucklin, Kan.	46.70	
	Bureau, Ill.	Peoria, Ill.	162.30	
	Keokuk, Ia.	Des Moines, Ia.	143.76	
	Des Moines, Ia.	Fort Dodge and Ruthven, Ia.	54.30	
	Cameron, Mo.	Kansas City, Mo.	67.33	
	Kansas City, Mo.	North Topeka, Kan.	89.20	
	Limon, Colo.	Denver, Colo.	119.60	
	Denver, Colo.	Pueblo, Colo.		
Peoria & Bureau Valley Railroad.....				
Keokuk & Des Moines Railway.....				
Des Moines & Fort Dodge Railroad.....				
Hannibal & St. Joseph Railroad.....				
Union Pacific Railway.....				
Denver & Rio Grande Railroad.....				
Total mileage operated.....				3,408.56

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REPORT OF RAILROAD COMMISSIONERS.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING THE YEAR.	
					Rate.	Amount.
Capital stock, common.....	500,000	\$ 100	\$ 50,000,000.00	\$ 46,155,800.00	4	\$1,846,232.00
Fractional scrip.....				200.00		
Total.....	500,000	\$ 100	\$ 50,000,000.00	\$ 46,156,000.00		\$1,846,232.00

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during the year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.	REMARKS.
Issued for cash, common.....	None.		41,960	\$ 4,196,000.00	Amount of stock held in Iowa, 2,806 shares.
Issued for reorganization, common.....	None.		419,600	41,960,000.00	
Total.....			461,560	\$ 46,156,000.00	

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

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## FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	When payable.	INTEREST.	
	Date of issue.	When due.							Amount accrued during year.	Amount paid during year.
Chicago & Southwestern	1869	1899	\$ 5,000,000.00	\$ 5,000,000.00	\$ 5,000,000.00	Don't know	7 May	Nov	\$ 350,000.00	\$ 350,000.00
First mortgage	1871	1917	12,500,000.00	12,500,000.00	12,500,000.00	12,500,000.00	6 Jan	July	725,000.00	725,000.00
*Extension and collateral	1884	1934	20,000,000.00	33,552,000.00	33,519,000.00	34,535,882.50	5 Jan	July	1,600,750.00	1,600,750.00
Grand total				\$ 51,152,000.00	\$ 51,019,000.00				\$2,745,750.00	\$2,745,750.00

\* Per mile; \$15,000 per mile on road, \$5,000 per mile on equipment.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	When payable.	INTEREST.	
				Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$ 51,152,000.00	\$ 51,019,000.00		\$ 2,745,750.00	\$ 2,745,750.00
Total	\$ 51,152,000.00	\$ 51,019,000.00		\$ 2,745,750.00	\$ 2,745,750.00

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash	\$ 433,312.92
Bills receivable	5,350.00
Due from agents	467,549.43
Net traffic balances due from other companies	28,663.61
Due from solvent companies and individuals	278,313.25
*Other cash assets	
Balance, current liabilities	2,506,994.61
Total	\$3,810,183.82

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Loans and bills payable	\$2,282,388.91
Audited vouchers and accounts	467,227.85
Wages and salaries	30,567.06
Total	\$3,810,183.82

\* Materials and supplies on hand, \$915,512.12.

## RECAPITULATION.

## FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$40,156,000.00	\$ 40,156,000.00		272,545	\$ 16,935.18
Bonds, "Grand Total"	51,019,000.00	47,791,000.00	3,228,000.00	272,545	17,535.09
Total	\$97,175,000.00	\$ 93,947,000.00	\$ 3,228,000.00	272,545	\$ 34,470.27

## B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Chicago, Rock Island & Pacific	\$ 40,156,000.00	\$ 47,791,000.00	\$2,506,994.61	\$ 90,543,994.61	272,545	\$ 35,423.14
Peoria & Bureau Valley	1,500,000.00			1,500,000.00	4,670	32,199.91
Keokuk & Des Moines	4,125,000.00	2,750,000.00		6,875,000.00	16,220	42,385.94
Des Moines & Fort Dodge	5,041,280.00	3,072,000.00		8,113,280.00	14,376	56,436.34
Grand total	\$6,822,280.00	\$ 53,613,000.00	\$2,506,994.61	\$113,032,274.61	307,811	\$6,721.32



## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
Construction.....	\$ 23,678,372.31	\$ 57,615,526.57	\$ 81,233,898.88	\$ 20,827.79
Equipment.....	4,623,077.71	8,853,304.53	13,476,382.64	4,944.64
Total.....	\$ 28,301,450.02	\$ 66,468,831.50	\$ 94,770,281.52	\$ 34,772.34

## INCOME ACCOUNT.

## FOR ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.....	\$ 17,278,942.81
Less operating expenses.....	11,268,910.10
Income from operation.....	\$6,010,032.71
Total income.....	\$6,010,032.71
Dividends on stock owned.....	\$ 51,267.36
Miscellaneous income—less expenses.....	1,317,089.96
Income from other sources.....	\$1,368,357.32
Total income.....	\$7,378,390.03
DEDUCTIONS FROM INCOME—	
Interest on funded debt accrued.....	\$ 2,745,750.00
Rents.....	2,045,044.93
Taxes.....	760,039.13
Other deductions.....	9,936.80
Total deductions from income.....	\$5,560,770.76
Net income.....	\$1,817,619.17
Dividends, 4 per cent., common stock.....	\$ 1,846,232.00
Total.....	\$1,846,232.00
Deficit from operations of year ending June 30, 1891.....	\$ 28,612.83
Deficit on June 30, 1890.....	397,048.31
Deficit on June 30, 1891.....	\$ 426,561.44

## EARNINGS IN IOWA.

Estimated .....	\$ 8,524,426.88
Above figures are ascertained by allowing to road in Iowa a mileage prorate of earnings on lines east of the Missouri river.	

## EARNINGS FROM OPERATION

ITEMS	Total receipts.	Deductions, account of re-payments, etc.	Actual earnings.
PASSENGER—			
Total passenger revenue.....			\$ 4,716,254.44
Mail.....			416,477.14
Express.....			319,986.46
Extra baggage and storage.....			60,080.08
Other items.....			114,354.74
Total passenger earnings.....			\$ 5,627,162.86
FREIGHT—			
Total freight revenue.....			\$ 11,340,987.93
Total freight earnings.....			\$ 11,340,987.93
Total passenger and freight earnings.....			\$ 16,868,150.79
OTHER EARNINGS FROM OPERATION—			
Car mileage—balance.....			264,455.46
Switching charges—balance.....			0,538.28
Telegraph companies.....			46,476.74
Rents from tracks, yards and terminals.....			90,321.54
Rents not otherwise provided for.....			
Total other earnings.....			\$ 410,792.02
Total gross earnings from operation—entire line.....			\$ 17,278,942.81

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY USING PROPERTY LEASED.	ITEM.	TOTAL.
TRACKS—				
	Port Byron Junction to Rock Island, Ill.....	Chi., Mil. & St. Paul R. R.	\$ 15,000.00	
	Ottumwa to Harvey, Ia.....	Wabash Railroad.....	14,736.50	
	Ottumwa to Kirksville, Ia.....	Ottumwa & Kirksville R.R.	1,500.00	
	Avon Jet. to Indianola, Ia.....	Chi., Bur. & Quincy R. R.	2,231.71	
Total.....				\$ 33,468.21
YARDS:				
	Chicago, Ill.....	Lake Shore & Mich. S. R.R.	\$ 4,291.90	
	South Chicago, Ill.....	C. & C. T. R'y.....	7,516.63	
	Muscatine, Iowa.....	Bur., Cedar R. & N. R. R.....	1,200.00	
Total.....				\$ 13,008.53
Grand total rents received.....				\$ 46,476.74

## MISCELLANEOUS INCOME.

Interest received from C., K. & N. Railway.....	\$ 1,216,662.41
Lands sold.....	100,427.55
Total.....	\$ 1,317,089.96



## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>	\$ 510,230.05	\$ 820,587.90	\$ 1,330,826.96
Repair of roadway	19,202.78	30,882.73	50,085.51
Renewals of rails	89,179.27	143,421.86	232,601.13
Renewals of ties	112,848.89	181,488.33	294,337.22
Repairs of bridges and culverts	22,012.50	35,401.42	57,413.92
Repairs of fences, road-crossings, signs and cattle-guards	105,997.50	170,469.32	276,466.82
Repairs of buildings			
Total	\$ 859,479.79	\$ 1,382,251.56	\$ 2,241,731.35
<b>MAINTENANCE OF EQUIPMENT—</b>			
Repairs and renewals of locomotives	265,257.79	426,598.74	691,856.53
Repairs and renewals of passenger cars	349,122.57		349,122.57
Repairs and renewals of freight cars		594,696.16	594,696.16
Total	\$ 614,380.36	\$ 1,021,294.90	\$ 1,635,675.26
<b>CONDUCTING TRANSPORTATION—</b>			
Wages of engineers, firemen and roundhousemen	476,806.69	796,820.57	1,243,627.26
Fuel for locomotives	409,039.07	657,894.79	1,066,933.86
Water-supply for locomotives	45,961.61	73,917.39	119,879.00
All other supplies for locomotives	21,890.35	35,204.97	57,095.32
Wages of other trainmen	289,087.76	619,353.14	908,440.90
All other train supplies	70,654.03	90,955.90	161,609.93
Expense of telegraph, including train dispatchers and operators	95,203.87	153,110.87	248,314.74
Wages of station agents, clerks, and laborers	582,347.44	936,555.65	1,518,903.09
Station supplies	56,656.32	91,117.08	147,773.40
Car mileage	84,741.79	308,322.18	393,063.97
Loss and damage	30,898.83	49,692.81	80,591.64
Injuries to persons	45,112.39	72,551.64	117,664.03
Other expenses	85,877.99		85,877.99
Total	\$ 2,244,278.74	\$ 3,855,436.99	\$ 6,099,715.73
<b>GENERAL EXPENSES:</b>			
Salaries of officers	153,922.46	247,544.57	401,467.03
Salaries of clerks			
General office expenses and supplies	219,921.62	353,687.19	573,608.81
Agencies, including salaries and rent			
Advertising	31,193.77	50,167.14	81,360.91
Legal expenses	42,391.72	68,176.15	110,567.87
Stationery and printing	47,841.86	76,941.28	124,783.14
Other general expenses			
Total	\$ 495,271.43	\$ 796,516.33	\$ 1,291,787.76
<b>RECAPITULATION OF EXPENSES:</b>			
Maintenance of way and structures	859,479.79	1,382,251.56	2,241,731.35
Maintenance of equipment	614,380.36	1,021,294.90	1,635,675.26
Conducting transportation	2,244,278.74	3,855,436.99	6,099,715.73
General expenses	495,271.43	796,516.33	1,291,787.76
Grand total	\$ 4,213,410.32	\$ 7,055,499.78	\$ 11,268,910.10
Percentage of expenses to earnings—entire line			65.22

## EXPLANATORY REMARKS.

Miles of road fenced in State of Iowa, 968.05.  
Miles of road unfenced in State of Iowa, 97.53.  
Miles of fencing build during year. None.  
Unfenced road includes station grounds, quarry, and coal mine tracks.

## RENTALS PAID.

## RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Peoria & Bureau Valley	\$	\$	\$ 125,000.00	\$ 125,000.00
Keokuk & Des Moines	137,500.00			137,500.00
Des Moines & Ft. Dodge	104,880.00		30,697.37	135,577.37
Chicago, Kansas & Nebraska			1,358,551.28	1,358,551.28
Union Pacific Railway for account Chicago, Kansas & Nebraska			70,038.76	70,038.76
Hannibal & St. Joseph			43,286.28	43,286.28
Missouri River Bridge tolls			175,071.24	175,071.24
Total rents	\$ 242,380.00	\$	\$ 1,802,664.93	\$ 2,045,044.93

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road	\$ 57,615,526.57	\$ 81,293,898.88	\$ 23,678,372.31	
Cost of equipment	8,853,304.94	13,476,382.64	4,623,077.71	
Stocks of other companies owned	2,800,978.78	2,815,941.28	44,962.50	
Bonds of other companies owned	5,931,043.67	5,910,161.57		2,882.10
Advance to C. K. & N. Railway	28,392,616.60	2,153,567.73		26,239,048.87
Loans and investments	530,456.63	530,868.95	20,412.32	
<b>OTHER ASSETS:</b>				
Materials and supplies	792,701.57	915,512.12	122,810.55	
Sinking fund		133,000.00	133,000.00	
C. R. I. & P. stock owned	12,100.00	12,100.00		
C. R. I. & P. bonds owned	400,000.00	400,000.00		
Profit and loss	397,948.61	436,561.44	28,612.83	
Grand total	\$105,708,677.36	\$108,117,994.61	\$ 2,409,317.25	\$ 26,241,930.97

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock	\$ 46,156,000.00	\$ 46,156,000.00		
Funded debt	50,737,000.00	51,152,000.00	415,000.00	
Current liabilities	602,677.36	2,596,994.61	1,994,317.25	
Addition and improvement account	8,213,000.00	8,213,000.00		
Grand total	\$105,708,677.36	\$108,117,994.61	\$ 2,409,317.25	\$



## IMPORTANT CHANGES DURING THE YEAR—STATE OF IOWA.

## DECREASE IN MILEAGE BY LINE ABANDONED OR LINE STRAIGHTENED.

Mileage report June 30, 1890, was 1,006.60 miles. This year we report 1,065.58 miles. The differences is on account of remeasurement, no change having been made.

## ALL NEW BONDS ISSUED.

Five per cent extension and collateral bonds to the amount of \$195,000.00 have been issued on line from Menlo to Guthrie Center, Iowa.

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## EXPRESS COMPANIES.

The United States Express Company runs over all lines operated by this company, paying double first class rate on a specified weight daily.

## MAILS.

The government pays a specified amount per mile per annum based on weight of mails and regulations imposed by congress and the post-office department.

## SLEEPING, PARLOR OR DINING-CAR COMPANIES.

Sleeping cars are owned jointly by this company and Pullman's Palace car company, earnings being shared equally between the companies. Dining cars are owned and operated by this company.

## TELEGRAPH COMPANIES.

The Western Union Telegraph Company owns the telegraph lines used by this company. The railroad furnishes operators and receives a portion of earnings.

## EMPLOYEES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Station agents.....	167		\$ 98,721.72	\$ 1.89
Other station men.....	230		110,756.04	1.54
Enginemen.....	193		247,914.36	4.10
Firemen.....	204		152,851.08	2.39
Conductors.....	132		141,162.12	5.41
Other trainmen.....	202		189,479.52	2.07
Machinists.....	218		143,553.36	2.14
Carpenters.....	195		128,095.80	2.10
Other shopmen.....	443		234,416.40	1.69
Section foremen.....	198		115,068.00	1.86
Other trackmen.....	957		327,102.80	1.13
Switchmen, flagmen, and watchmen.....	160		90,029.40	1.80
Telegraph operators and dispatchers.....	160		104,899.44	2.09
All other employees and laborers.....	110		79,523.16	2.31
Total (excluding general officers).....	3,659		\$ 2,173,573.20	\$ 1.90
DISTRIBUTION OF ABOVE:				
Maintenance of way and structures.....	1,191		\$ 478,678.52	\$ 1.28
Maintenance of equipment.....	893		532,573.28	1.91
Conducting transportation.....	1,575		1,162,321.40	2.56
Total (excluding general officers).....	3,659		\$ 2,173,573.20	\$ 1.90
Total (including general officers)—entire line.....	10,903		6,890,638.92	2.01

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		MILES.	Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	FROM—	TO—					
First mortgage bonds	Chicago, Ill.	Council Bluffs, Ia.	408.92	16,966.17	None	None	None
	Davenport, Ia.	Knoxville, Ia.	144.50	18,656.71	None	None	None
Chicago & Southwestern bonds	Wilton, Ia.	Muscatine, Ia.	11.98				
	South Englewood, Ill.	South Chicago, Ill.	7.50				
Extension and collateral bonds	Newton, Ia.	Monroe, Ia.	17				
	Atlantic, Ia.	Audubon, Ia.	24.54				
	Avoca, Ia.	Griswold, Ia.	14.71				
		Carson, Ia.	17.61				
	Washington, Ia.	Missouri River, opposite Leavenworth and Winter set, Ia.	738.76				
	Les Moines, Ia.	Iodanola and Winter set, Ia.	298				
	Menlo, Ia.	Guthrie Center, Ia.	46.95				
	South Omaha, Neb.	Lincoln, Neb.	14.58				
	Altamont, Neb.	St. Joseph, Mo.	54.77				
	St. Joseph, Mo.	Rushville, Mo.	40.66				
	Edgerton Junction, Mo.	Winthrop, Mo.	14.70				
	Kansas City, Mo.	Armourdale, Kan.	29.09				
	Elwood, Kan.	Liberal, Kan.	2.40				
	Herington, Kan.	Sand Creek, I. T.	439.54				
	Horton, Kan.	Salina, Kan.	149.45				
	Fairbury, Neb.	Roswell, Colo.	49.20				
	McFarland, Kan.	Nelson, Neb.	568.65				
	Dodge City, Kan.	Belleville, Kan.	51.53				
		Bucklin, Kan.	103.98				
			36.64				
			1,691.15	18,918.28	*	*	+

\* All equipment purchased for account of said lines.

+ Wisconsin, Minnesota & Pacific Railway 6 per cent bonds, \$3,228,000.00.



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

<b>PASSENGER TRAFFIC:</b>	
Number of passengers carried earning revenue.....	4,902,037
Number of passengers carried one mile.....	203,079,709
Average distance carried.....	41
Total passenger revenue.....	\$ 4,716,364.44
Average amount received from each passenger.....	95.047
Average receipts per passenger per mile.....	92.322
Estimated cost of carrying each passenger one mile.....	92.074
Total passenger earnings.....	5,627,162.86
Passenger earnings per mile of road.....	1,650.89
Passenger earnings per train mile.....	96.785
<b>FREIGHT TRAFFIC:</b>	
Number of tons carried of freight earning revenue.....	5,198,365
Number of tons carried one mile.....	1,082,223,392
Average distance haul of one ton, miles.....	208
Total freight revenue.....	\$ 11,240,987.93
Average amount received for each ton of freight.....	2.16
Average receipts per ton per mile.....	.01,038
Estimated cost of carrying one ton one mile.....	.00,652
Total freight earnings.....	11,240,987.93
Freight earnings per mile of road.....	3,297.87
Freight earnings per train mile.....	1,20.194
<b>PASSENGER AND FREIGHT:</b>	
Passenger and freight revenue.....	15,957,252.37
Passenger and freight revenue per mile of road.....	4,681.52
Passenger and freight earnings.....	16,868,150.79
Passenger and freight earnings per mile of road.....	4,948.76
Gross earnings from operation.....	17,278,942.81
Gross earnings from operation per mile of road.....	5,069.28
Expenses.....	11,268,910.10
Expenses per mile of road.....	3,306.06
<b>TRAIN MILEAGE:</b>	
Miles run by passenger trains.....	5,815,273
Miles run by freight trains.....	9,352,351
Miles run by mixed trains.....	
Total mileage trains earning revenue.....	15,167,624
Miles run by switching trains.....	2,816,626
Miles run by construction and other trains.....	815,645
Grand total train mileage.....	18,799,895
Mileage of loaded freight cars—north or east.....	53,031,424
Mileage of loaded freight cars—south or west.....	59,600,476
Mileage of empty freight cars—north or east.....	21,790,369
Mileage of empty freight cars—south or west.....	16,773,327
Average number of freight cars in train.....	16.2
Average number of loaded cars in train.....	12.1
Average number of empty cars in train.....	4.1
Average number of tons of freight in train.....	116.257
Average number of tons of freight in each loaded car.....	9.880
Total amount received for local freight.....	\$ 5,358,196.26
Total amount received for through freight.....	5,882,791.67
Number of tons of local freight carried.....	2,640,412

## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF AGRICULTURE—				
Grain.....			632,062	21.54
Four.....			65,806	2.24
Other mill products.....			32,173	1.10
Hay.....			56,040	1.91
Fruit and vegetables.....			49,886	1.70
Broom corn.....			828	.03
PRODUCTS OF ANIMALS—				
Live stock.....			285,073	9.73
Dressed meats.....			43,039	1.47
Other packing-house products.....			21,976	.75
Wool.....			4,613	.16
Hides and leather.....			13,535	.46
PRODUCTS OF MINES—				
Anthracite coal.....			87,884	3.00
Bituminous coal.....			495,553	16.90
Coke.....			8,125	.28
Ores.....			30,220	1.04
Stone, sand and other like articles.....			45,856	1.57
Salt.....			23,063	.79
PRODUCTS OF FOREST—				
Lumber.....			250,667	8.55
Railroad ties.....			19,909	.68
MANUFACTURES—				
Petroleum and other oils.....			41,296	1.41
Sugar.....			41,234	1.41
Drain tile.....			10,666	.36
Iron, pig and bloom.....			36,458	1.24
Iron and steel rails.....			42,810	1.46
Other castings and machinery.....			15,504	.53
Bar and sheet metal.....			12,601	.43
Cement, brick and lime.....			49,995	1.70
Agricultural implements.....			28,632	.97
Wagons, carriages, tools, etc.....			12,453	.42
Wines, liquors, and beers.....			10,790	.37
Household goods and furniture.....			17,324	.59
Staves and heading.....			14,579	.50
MERCHANDISE.....				
			403,263	13.75
MISCELLANEOUS—				
Other commodities not mentioned above, lee.....			28,069	.96
Total tonnage—Iowa.....			2,931,955	100
Total tonnage—entire line.....			5,198,365	

Equipment of Chicago, Kansas & Nebraska Railway which was reported last year as leased, is included this year with equipment owned, all of that company's property having been purchased during the year.

Tonnage crossing Mississippi River bridge at Davenport, for year ending June 30, 1891:

East bound, number of tons.....	1,084,670
West bound, number of tons.....	745,664
Total tons.....	1,830,334

Tonnage crossing Missouri River bridge at Council Bluffs, for year ending June 30, 1891:

East bound, number of tons.....	97,265
West bound, number of tons.....	204,165
Total tons.....	301,430



## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>LOCOMOTIVES—</b>						
Passenger.....		135	135	Westinghouse..		
Freight.....	10	280	114	Westinghouse..		
Switching.....		86	7	Westinghouse..		
Leased.....		33	11	Westinghouse..		
Total locomotives.....	10	534	267			
<b>CARS IN PASSENGER SERVICE—</b>						
First-class passenger cars.....	5	135	135	Westinghouse..	135	Miller.
Second-class passenger cars.....		18	18	Westinghouse..	18	Miller.
Combination passenger cars.....		34	34	Westinghouse..	19	Miller.
Emigrant cars.....		9	9	Westinghouse..	9	Miller.
Dining cars.....		11	11	Westinghouse..	11	Miller.
Parlor cars.....	5	28	28	Westinghouse..	28	Miller.
Sleeping cars.....	5	41	41	Westinghouse..	41	Miller.
Baggage, express and postal cars.....	5	79	79	Westinghouse..	79	Miller.
Other cars in passenger service.....		5	5	Westinghouse..	5	Miller.
Total.....	20	360	345		345	
<b>CARS IN FREIGHT SERVICE—</b>						
Box cars.....		8,633	2,001	Westinghouse..	3,244	Janney.
Flat cars.....		1,651				
Stock cars.....		1,739	253	Westinghouse..	275	Janney.
Coal cars.....		304				
Refrigerator cars.....		120	100	Westinghouse..	100	Janney.
Other cars.....		12				
Total.....		12,450	2,354		3,619	
<b>CARS IN COMPANY'S SERVICE—</b>						
Gravel cars.....		248				
Derrick cars.....		5				
Caboose cars.....		258	30	Westinghouse..		
Total.....		511	30			
<b>CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE.....</b>						
		612				
Total cars owned.....	20	13,942	2,729		3,964	
CARS LEASED.....		157				
Grand total cars.....	20	14,099	2,729		3,964	

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.			
KIND.	Tons.	Weight per yard, lbs.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.	
Steel.....	4,071	70	33.00	Oak.....	223,308	49.34	
				Burnetized Hemlock.....	110,095	37.71	
Total steel.....	4,071		33.00	Cedar.....	17	37.71	
				Total.....	333,420	43.48	

## MILEAGE.

MILEAGE OF ROAD OPERATED.									
MILEAGE OF LINE BY STATES AND TERRITORIES.									
I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.									
LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of pro-prietary companies.	Line operated under lease.	Line operated under con-tract, etc.	Line operated under track-age rights.	New line con-structed dur-ing year.	Total mileage, exclud-ing track-age rights.	RAILS.
	Main line.	Branches and spurs.							Iron.
Miles of single track.....	498.92	2,226.53		352.66		330.45	34.77	3,468.30	Steel.
Miles of second track.....	181.38	442.08		305.26			13.77	195.79	
Miles of third track.....	316.94	251.55					9.05	105.71	
Miles of yard track and sidings.....		1,069.00					19.77	280.87	
Total.....	919.60	2,543.15		403.51		330.45	97.30	521.01	3,675.10
II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.									
STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line of pro-prietary companies.	Line operated under lease.	Line operated under con-tract, etc.	Line operated under track-age rights.	New line con-structed dur-ing year.	Total mileage, exclud-ing track-age rights.	RAILS.
	Main line.	Branches and spurs.							Iron.
Illinois.....	181.38	7.50		46.70				256.18	Steel.
Iowa.....	316.94	442.08		305.26				184.79	
Missouri.....		251.55						221.55	
Kansas.....		1,069.00						1,069.00	
Nebraska.....		196.05						196.05	
Colorado.....		167.50						257.57	
Indian Territory.....		82.09						82.09	
Oklahoma Territory.....		39.50						39.50	
Total mileage operated (single track).....	498.92	2,226.53		352.66		330.45	34.77	3,468.30	
Illinois.....	181.38	7.50						189.47	
Iowa.....	316.94	442.08						750.02	
Missouri.....		251.55						251.55	
Kansas.....		1,069.00						1,069.00	
Nebraska.....		196.05						196.05	
Colorado.....		167.50						167.50	
Indian Territory.....		82.09						82.09	
Oklahoma Territory.....		39.50						39.50	
Total mileage owned (single track).....	498.92	2,226.53					34.77	167.83	2,587.63



REPORT OF RAILROAD COMMISSIONERS.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.												
		Tons of coal— bituminous.		Cords of wood— hard.		Cords of wood— soft.		Total fuel con- sumed—tons.		Miles run.		Average lbs. consumed per mile.
Passenger	156,863	6,163	100,250	5,818,273	68.11	309,163	9,262,351	60.11	3,091,631	60.11	3,091,631	44.89
Freight	303,693	8,290	309,163	5,882,361	63.97	61,710	2,816,629	819.645	48.35	19,228	600	48.35
Switching	19,228	600	19,888	819,645								
Construction	341,888	10,619	352,498	18,790,805								
Total	641,569	25,672	657,241	33,481,444	68.77							
Average cost at distributing point	\$ 1.80	\$ 2.00	\$ 1.93									

ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.						TOTAL.
	TRAINMEN.	SWITCHMEN, PL. AND WATCHMEN.	OTHER EMPLOYEES.				
Coupling and uncoupling.	Killed.	Killed.	Killed.	Killed.	Killed.	Killed.	
Falling from trains and engines.	Injured.	Injured.	Injured.	Injured.	Injured.	Injured.	
Overhead obstructions.							
Collisions.							
Derailments.							
Other train accidents.							
At highway crossings.							
At stations.							
Other causes.							
Total	7	5	1	8	9	13	

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	PASSENGERS.						TOTAL.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Collisions.							
Derailments.							
Other train accidents.							
At highway crossings.							
At stations.							
Other causes.							
Total	1	3	13	4	5	1	18

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.				PROFILE.							
FROM—	TO—	Miles.	Number of curves.	Aggregate length of curved lines.	Length of straight line.	Length of level line.	ASCENDING GRADES.		DESCENDING GRADES.				
							Number.	Sum of ascents—feet.	Aggregate length of ascending grades.	Number.	Sum of descents—feet.	Aggregate length of descending grades.	
Chicago, Ill.	Council Bluffs, Ia.	498.92	379	113.44	385.48	123.46	213	4,341.9	199.81	201	3,875.6	75.65	
South Englewood, Ill.	South Chicago, Ill.	7.50	8	1.83	5.67								
Davenport, Ia.	Winthrop, Mo.	341.84	423	87.87	253.97	52	263	5,375.9	144.31	264	5,096.2	145.53	
Edgerton Junction, Mo.	Leavenworth, Kan.	20.26	41	10.10	10.16	1.68	12	445.3	9.09	11	425.3	9.49	
Washington, Ia.	Knoxville, Ia.	79	65	22.11	56.89		11	48	1,350	37.10	38	1,145.9	39.90
Wilton, Ia.	Muscatine, Ia.	11.98	6	3.87	8.11	1.76	7	81.5	3.09	8	210.5	7.13	
Wilton, Ia.	Lime Kilns, Ia.	6.08	18	2.10	3.98	.62	5	95.5	2.84	5	85.5	2.62	
Newton, Ia.	Monroe, Ia.	17	30	5.05	11.95								
Des Moines, Ia.	Indianola and Winterset, Ia.	46.95	62	10.91	36.04	12.71	43	614.2	24.56	35	140.8	9.68	
Menlo, Ia.	Guthrie Center, Ia.	14.58	37	5.22	9.36	.61	10	165	5.68	11	320.5	8.29	
Atlantic, Ia.	Audubon, Ia.	24.54	16	4.41	20.13	3.26	18	249	17.37	14	90	3.91	
Atlantic, Ia.	Griswold, Ia.	14.71	19	2.10	12.61	5.83	9	113	3.41	8	165	5.47	
Avoca, Ia.	Carson, Ia.	17.61	13	2.25	15.36	4.30	6	50.3	2.50	10	121.3	10.81	
Avoca, Ia.	Harlan, Ia.	11.84	7	1.85	9.99	2.91	7	115	6.95	6	60	1.98	
Mt. Zion, Ia.	Keosauqua, Ia.	4.50	6	1.57	2.93	1.07	5	55.6	1	7	118.6	3.93	
Altamont, Mo.	St. Joseph, Mo.	49.66	93	17.45	32.21	7.60	15	709.6	17.76	20	889.3	24.70	
South St. Joseph, Mo.	Rushville, Mo.	14.70	11	1.75	12.95	5.47	3	23.7	1.53	7	61.1	7.70	
Kansas City, Mo.	Armourdale, Kan.	2.40											
South Omaha, Neb.	Lincoln, Neb.	54.77	47	13.74	41.04	14.11	18	82.4	21.06	14	75.5	19.69	
Elwood, Kan.	Liberal, Kan.	439.54	222	57.33	382.21	81.74	248	580.8	221.20	205	374.9	136.60	
Herlington, Kan.	Minco, I. T.	246.97	69	14.92	232.05	59.15	101	228.9	86.77	115	221.2	110.05	
Herlington, Kan.	Salina, Kan.	49.30	39	7.50	41.80	10.95	28	29.9	22.59	23	39.6	16.65	
Horton, Kan.	Roswell, Colo.	56.65	316	96.61	471.73	59.40	276	1,054.7	338.10	229	548.2	170.84	
Fairbury, Neb.	Nelson, Neb.	51.53	43	12.00	39.53	8.53	30	77.1	27.80	26	38.4	15.20	
McFarland, Kan.	Belleville, Kan.	103.98	72	15.64	88.34	14.85	47	129.1	64.99	29	78.9	24.22	
Dodge City, Kan.	Bucklin, Kan.	26.64	17	2.85	23.79	6.64	37	23	13.20	26	15.4	6.80	
Bureau, Ill.	Peoria, Ill.	46.70	28	8.86	37.84								
Keokuk, Ia.	Des Moines, Ia.	162.20											
Des Moines, Ia.	Fort Dodge and Ruthven, Ia.	143.76	41	16.43	127.33	24.81	81	1,542.1	63.07	77	935.6	55.88	
Total		3,078.11											



## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.
BRIDGES—				
Stone.....	195	2,577	4	30
Iron.....	151	13,648	8	155
Wooden.....	76	5,084	36	128
Combination.....	16	3,714	85	155
Total.....	438	25,023		
TRETTLES.....	1,630	108,056		
OVERHEAD HIGHWAY CROSSINGS—				
Bridges.....				9
Height of lowest above surface of rail, feet.....				19.5
Trestles.....				9
Height of lowest above surface of rail, feet.....				19.10
OVERHEAD RAILWAY CROSSINGS—				
Bridges.....				1
Height of lowest above surface of rail, feet.....				10.6
Trestles.....				2
Height of lowest above surface of rail, feet.....				29.2

## GAUGE OF TRACK—

Four feet, eight and one-half inches; 1,065.58 miles.

## TELEGRAPH.

Miles of line, 1,048.58; miles of wire, 3,753. Owned and operated by Western Union Telegraph Company.

## LANDS—CONGRESSIONAL GRANTS.

State the number of acres of land your company has already received from the congressional grants: 550,193.51.

State the number of acres yet to inure to your company from the congressional grant: Uncertain, but small.

State the average price at which these lands have been sold or contracted by the company: \$8.81 per acre.

State the number of acres sold: 547,173.83.

State the amount received from sales: \$4,698,588.99.

State the amount unpaid on outstanding contracts: \$154,709.97.

State the gross amount received from sales, contracts, forfeited contracts, etc. (including interest), up to June 30, 1891: \$5,796,639.69.

State the amount expended in sale and management of lands: \$294,352.04.

State the amount of taxes paid on lands: \$615,027.35.

State the amount realized from the sale of lands above the expenses incurred in the management and taxes: \$4,887,260.30.

## CAR MILEAGE.

State below all individuals, co-operative fast freight lines, and stock companies to which the company making this report pays mileage for the use of cars:

American Cotton Oil Company.  
 American Live Stock Transfer Company.  
 American Refrigerator Transfer Co.  
 American Tank Line.  
 Angelo American Provision Co.  
 Atlantic Coast Line.  
 Arnot, M. H.  
 Armour & Co.

Joliet and Chicago Stone Co.  
 Keystone Palace Horse Car Co.  
 Kenewha Valley R. Stk. Co.  
 Kansas City Refrigerator Car Co.  
 Liquid Freight Line.  
 Lima Oil Co.  
 Live Poultry Transfer Co.  
 Menasha W. Ware Co.

Atlantic Stone, Coal & Lime Co.  
 Allen Paper Car Wheel Co.  
 Abernathy Furniture Co.  
 Blue Line.  
 Bonfield & Co.  
 Burton Stock Car Co.  
 Barrett & Barrett.  
 Canada Southern Line.  
 Canadian Pacific Despatch.  
 Chicago Steel Works.  
 Chicago Refrigerator Car Co.  
 Chicago Stock Car Co.  
 Cleveland Refining Co.  
 Canada Cattle Car Co.  
 Cupples, S. W. Ware Co.  
 Col & Hoeking Coal and Iron Co.  
 California Fruit Transfer Co.  
 Crocker Chair Co.  
 Consolidated Tank Line Co.  
 Climax Gasoline Co.  
 Cold Blast Transfer Co.  
 Dold, J. & Son.  
 Ellsworth, J. W. & Co.  
 Empire Line.  
 Erie & Pacific Dispatch.  
 Excelsior Oil Co.  
 Eagle Consolidated Ref. Co.  
 Fairbanks, N. K. & Co.  
 Great Eastern Line.  
 Grossman Palace Horse Car Co.  
 Hershey Lumber Co.  
 Hodgman, G. B. & Co.  
 Hicks Stock Car Co.  
 Havens, C. B. & Co.  
 Hammond Refrigerator Line.  
 Haakinson & Co.  
 Inter-state Transit Co.  
 International Packing Co.  
 Independent Refining Co.  
 Iron Car Express Line.  
 International Oil Works.

Merchants Dispatch Transfer Co.  
 Midland Line.  
 Mutual Oil Co.  
 Mann Bros.  
 Morris & Co.  
 Mattoon Manufacturing Co.  
 Manhattan Oil Co.  
 National Oil Co.  
 National Despatch Co.  
 New England Car Co.  
 National Linseed Oil Co.  
 Peerless Refining Co.  
 Pullman Palace Car Co.  
 Pennsylvania Refining Co.  
 Red Line.  
 Rand, W. P. & Co.  
 Rumley, M. & Co.  
 Ramage, S. Y.  
 St. Louis Refrigerator Car Co.  
 Streets' Stable Car Line.  
 Swift Refrigerator Transportation Co.  
 Southern Iron Car Line.  
 Sun Oil Line Co.  
 St. Charles Car Co.  
 Sheboygan Chair Co.  
 Standard Oil Co.  
 Thatcher, A. T. & Co.  
 Tropical Transportation Co.  
 Union Line.  
 Union Tank Line.  
 Union Refrigerator Transportation Co.  
 Underwood & Co.  
 White Line.  
 Weaver, Getz & Co.  
 Waverly Oil Co.  
 Webster Gasoline Co.  
 Wagner Palace Car Co.  
 Washington Refining Co.  
 Wells, T. E. & Co.  
 Walters-Pierce Oil Co.

STATE OF ILLINOIS,  
COUNTY OF COOK.

We, the undersigned, R. R. Cable, President, and W. G. Purdy, Treasurer, of the Chicago, Rock Island & Pacific Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all the financial operations of said company during the period for which said return is made.

R. R. CABLE, President.  
 W. G. PURDY, Treasurer.

Subscribed and sworn to before me this 6th day of October, 1891.  
 [SEAL.]

WM. E. BENT,  
 Notary Public.



## ANNUAL REPORT

OF THE

## CHICAGO, FT. MADISON &amp; DES MOINES RAILWAY COMPANY.

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
 Page 7. Give the names of your attorneys in Iowa.  
 Superintendents for Iowa.  
 Division superintendents for Iowa.  
 Page 11. Total mileage operated in Iowa.  
 Page 13. Total mileage in Iowa.  
 Page 17. 1—Amount of stock issued for dividends on earnings.  
 2—Amount of stock per mile of road.  
 3—Amount of stock representing road in Iowa.  
 4—Amount of stock held in Iowa.  
 Page 19. Amount of funded debt representing road in Iowa.  
 Page 27. Grand total for Iowa.  
 Page 33. Taxes paid in Iowa.  
 Page 45. 1—Operating expenses per mile of road.  
 2—Operating expenses per train mile.  
 3—Proportion of operating expenses and taxes for Iowa.  
 4—Percentage of expenses to earnings.  
 5—Net earnings per train mile.  
 6—Percentage of earnings to stock and debt.  
 7—Percentage of earnings to cost of road and equipment.  
 8—Surplus at the commencement of the year.  
 9—Surplus at the close of the year.  
 10—Amount of its own stock owned by the company.  
 Page 46. Fencing in Iowa.  
 1—How many miles of new fencing on your road in Iowa?  
 2—How many miles of unfenced road in Iowa?  
 3—What is the average cost per mile of fencing?  
 4—What is the total cost of the same?  
 5—How many miles of new fencing built during the year?

Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

2—Average number of tons in cars when in less than car lots.

3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.

4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.

a—Total receipts for freight forwarded to points outside the State.

b—Total receipts for freight received from points outside the State.

c—Total receipts for freight forwarded to points within the State.

d—Total receipts for freight received from points within the State.

e—Total receipts from passengers destined to points outside the State.

f—Total receipts from passengers from points outside the State.

g—Total receipts from passengers destined to points within the State.

h—Total receipts from passengers from points within the State.

5—Total amount received for local freight.

6—Total amount received for through freight.

7—Number of tons of local freight carried.

8—Total amount received from freight originating in Iowa and passing outside the State.

9—Total amount received from freight originating outside the State and destined to points in Iowa.

10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?

12—What per cent does the local freight business of Iowa bear to business originating outside the State and destined to points within the State?

13—What per cent does local freight business bear to freight moved across the State, from points outside to points outside the State?

14—What per cent of freight received at each station on your road is local and what per cent interstate?

15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 64. Tonnage crossing Mississippi River bridge at ..... for the year ending June 30, 1891:

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

Tonnage crossing Missouri River bridge at ..... for the year ending June 30, 1891:

East bound, number tons.....

West bound, number tons.....

Total tons.....

Page 66. Under heading "State or Territory" insert Iowa.

Page 77. Under "Overhead Highway Crossings," insert Overhead Farm Crossings.  
 Under "Conduits," insert Farm Crossings, "Under."



## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from congressional grants.  
 2—State the number of acres yet to inure to your company from congressional grants.  
 3—State the average price at which these lands have been sold or contracted by the company.  
 4—State the number of acres sold.  
 5—State the amount received from sales.  
 6—State the amount unpaid on outstanding contracts.  
 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.  
 8—State the amount expended in sale and management of lands.  
 9—State the amount of taxes paid on lands.  
 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.  
 11—The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road all fixtures and conveniences for transacting its business.
- Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?  
 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.  
 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

## HISTORY.

Name of common carrier making this report?  
 Chicago, Fort Madison & Des Moines Railway Company.  
 Date of organization?  
 March 31, 1890.  
 Under laws of what government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof.  
 Under the general laws of the State of Iowa.  
 If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same.  
 Not a consolidated company.  
 Date and authority for each consolidation?  
 Not consolidated.  
 If a reorganized company, give name of original corporation, and refer to laws under which it was organized.  
 Not a reorganized corporation.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. C. Wheeler	Chicago, Illinois.	December 1, 1893.
Willard T. Block	Chicago, Illinois.	December 1, 1893.
William P. Scott	Cedar Rapids, Iowa.	December 1, 1892.
E. C. Long	Saint Paul, Minnesota.	December 1, 1893.
E. A. Skinner	Birmingham, Iowa.	December 1, 1891.
D. B. Dewey	Chicago, Illinois.	December 1, 1893.
F. A. Seymour	Saint Paul, Minnesota.	December 1, 1892.
Samuel Adler	Fort Madison, Iowa.	December 1, 1891.
E. S. Conway	Chicago, Illinois.	December 1, 1893.

Total number of stockholders at date of last election?  
 Eleven.

Date of last meeting of stockholders for election of directors?  
 December 2, 1890.

Give post-office address of general office.  
 Chicago, Illinois.

Give post-office address of operating office.  
 Fort Madison, Iowa.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	D. B. Dewey	Chicago, Illinois.
President	C. C. Wheeler	Chicago, Illinois.
First Vice-President	Willard T. Block	Chicago, Illinois.
Second Vice-President	E. S. Conway	Chicago, Illinois.
Secretary	William P. Scott	Cedar Rapids, Iowa.
Treasurer	E. C. Long	St. Paul, Minnesota.
General Solicitor	Jesse A. Baldwin	Chicago, Illinois.
Attorney or General Counsel	J. A. Anderson	Keokuk, Iowa.
Auditor	George H. Simmons	Chicago, Illinois.
Chief Engineer	E. R. Shnoble	Fort Madison, Iowa.
General Superintendent	E. F. Potter	Fort Madison, Iowa.
Superintendent of Telegraphs	E. F. Potter	Fort Madison, Iowa.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Chicago, Ft. Madison & Des Moines	Ft. Madison	Collett	45	45
Total			45	45

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
CAPITAL STOCK—Common	50,000	\$ 100.00	\$5,000,000.00	\$ 40,000.00
Total	50,000	\$ 100.00	\$5,000,000.00	\$ 40,000.00

## MANNER OF PAYMENT FOR CAPITAL STOCK.

	Total number of shares issued.	Total cash realized.
Issued for purchase of road	400	\$ 40,000.00
Total	400	\$ 40,000.00



## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash .....	\$ 4,538.47
Due from agents .....	55.40
Net traffic balances due from other companies .....	346.87
Due from solvent companies and individuals .....	445.03
<b>Total .....</b>	<b>\$ 5,385.77</b>

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Audited vouchers and accounts .....	369.53
Wages and salaries .....	1,362.18
Balance—cash assets .....	3,654.06
<b>Total .....</b>	<b>\$ 5,385.77</b>

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock .....	\$ 40,000	\$ 40,000	45	\$ 888.88
<b>Total .....</b>	<b>\$ 40,000</b>	<b>\$ 40,000</b>	<b>45</b>	<b>\$ 888.88</b>

## B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Chicago, Fort Madison & Des Moines Railway .....	\$ 40,000	\$ .....	\$ .....	\$ 40,000	45	\$ 888.88
<b>Total .....</b>	<b>\$ 40,000</b>	<b>\$ .....</b>	<b>\$ .....</b>	<b>\$ 40,000</b>	<b>45</b>	<b>\$ 888.88</b>

Our annual report for the year ending June 30, 1890, gave the cost of the road at \$100,000.00. By letter, dated March 12, 1891, we explained that the cost of the road was but \$60,000.00, and that \$40,000.00 which had been advanced by individuals owning the property to the Illinois & Iowa Construction Company for construction purposes, had been erroneously entered in the books of the railway company and charged to "cost of road."

Of the \$60,000.00—the purchase price of the road—\$20,000.00 was advanced by the individual owners, and was being carried by them without interest cost to the railway company, and stock was issued for \$40,000.00, the balance of the purchase price.

The work done last year by the Illinois & Iowa Construction Company was so far incomplete as to be of no practical use without further expenditures. Accordingly, in April last, a contract was entered into with the Western Construction Company for the completion of the work begun by the Illinois & Iowa Construction Company, and as a part of the consideration of said contract the Western Construction Company assumed all the cost of the work done by the Illinois & Iowa Construction Company and all the advances which had been made by individual owners. This leaves the cost of the road and equipment, to the railway company, at the close of the year covered by this report, as stated herein.

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.			
CONSTRUCTION—					
Other real estate .....					
Fences .....					
Bridges and trestles .....					
Buildings, furniture and fixtures .....					
Engineering expenses .....					
Telegraph line .....					
Sidings and yard extensions .....					
Road built by contract .....					
Purchase of constructed road .....					
Other items .....					
<b>Total construction .....</b>	<b>888.88</b>	<b>40,000.00</b>	<b>40,000.00</b>	<b>40,000.00</b>	<b>888.88</b>
EQUIPMENT—					
Locomotives .....					
Passenger cars .....					
Baggage, express and postal cars .....					
Combination cars .....					
Freight cars .....					
Other cars of all classes .....					
Floating equipment .....					
<b>Total equipment .....</b>	<b>3,917.00</b>	<b>3,917.00</b>	<b>3,917.00</b>	<b>3,917.00</b>	<b>84.82</b>
<b>Grand total cost construction, equipment, etc., State of Iowa .....</b>	<b>43,805.88</b>	<b>43,805.88</b>	<b>43,805.88</b>	<b>43,805.88</b>	<b>973.70</b>



## INCOME ACCOUNT.

Gross earnings from operation.....	\$ 25,051.16
Less operating expenses.....	20,163.24
Income from operation.....	\$ 4,887.92
Total income.....	\$ 4,887.92
DEDUCTIONS FROM INCOME--	
Other deductions—equipment.....	800.00
Net income.....	\$ 4,087.92
Surplus from operations of year ending June 30, 1891.....	\$ 4,087.92
Deficit on June 30, 1890.....	433.86
Surplus on June 30, 1891.....	\$ 3,654.06

## EARNINGS FROM OPERATION--STATE OF IOWA.

PASSENGER--	
Passenger revenue.....	\$ 5,539.65
Total passenger revenue.....	\$ 5,539.65
Mail.....	1,773.92
Express.....	340.32
Total passenger earnings.....	\$ 7,654.00
FREIGHT--	
Freight revenue.....	\$ 17,357.47
Total freight revenue.....	\$ 17,357.47
Other items.....	39.60
Total freight earnings.....	\$ 17,397.07
Total passenger and freight earnings.....	\$ 25,051.16
OTHER EARNINGS FROM OPERATION--	
Total other earnings.....	\$ 25,051.16
Total gross earnings from operation, Iowa.....	\$ 25,051.16
Total gross earnings from operation, entire line.....	\$ 25,051.16

## OPERATING EXPENSES.

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES.....	\$ 785.93	\$ 2,380.79	\$ 3,167.72
Repairs of bridges and culverts.....	17.29	51.88	69.17
Repairs of fences, road-crossings, signs, and cattle guards.....	1.57	4.72	6.29
Repairs of buildings.....	61.49	184.45	245.94
Other expenses.....	5.00	15.00	20.00
Total.....	\$ 882.28	\$ 2,646.84	\$ 3,529.12
MAINTENANCE OF EQUIPMENT:			
Repairs and renewals of locomotives.....	\$ 336.21	\$ 1,008.65	\$ 1,344.86
Repairs and renewals of passenger cars.....	29.35		29.35
Repairs and renewals of freight cars.....		274.46	274.46
Shop machinery, tools, etc.....	2.76	8.29	11.05
Total.....	\$ 368.32	\$ 1,291.40	\$ 1,659.72
CONDUCTING TRANSPORTATION:			
Wages of engineers, firemen and round-housemen.....	\$ 469.43	\$ 1,408.30	\$ 1,877.73
Fuel for locomotives.....	364.58	1,064.74	1,558.32
Water-supply for locomotives.....	30.23	91.60	121.83
All other supplies for locomotives.....	50.00	177.26	227.26
Wages of other trainmen.....	358.50	1,074.89	1,433.39
All other train supplies.....	11.31	33.95	45.26
Expense of telegraph, including train dispatchers and operators.....	80.40	241.19	321.59
Wages of station agents, clerks, and laborers.....	784.71	2,354.15	3,138.86
Station supplies.....	19.80	59.39	79.19
Loss and damage.....	64.92	194.76	259.68
Injuries to persons.....		67.50	67.50
Other expenses.....	6.45	19.35	25.80
Total.....	\$ 2,249.32	\$ 6,815.48	\$ 9,064.80
GENERAL EXPENSES:			
Salaries of officers.....	\$ 760.08	\$ 2,280.24	\$ 3,040.32
Salaries of clerks.....	245.68	737.04	982.72
General office expenses and supplies.....	51.26	153.78	205.04
Insurance.....	62.50	187.50	250.00
Rents not otherwise provided for.....	165.25	498.75	664.00
Legal expenses.....	20.13	60.40	80.53
Stationery and printing.....	143.40	430.20	573.60
Other general expenses.....	28.10	84.29	112.39
Total.....	\$ 1,477.40	\$ 4,432.20	\$ 5,909.60
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures.....	\$ 882.28	\$ 2,646.84	\$ 3,529.12
Maintenance of equipment.....	368.32	1,291.40	1,659.72
Conducting transportation.....	2,249.32	6,815.48	9,064.80
General expenses.....	1,477.40	4,432.20	5,909.60
Grand total.....	\$ 4,977.32	\$ 15,185.92	\$ 20,163.24
Percentage of expenses to earnings—entire line.....	19	60	79
OPERATING EXPENSES--STATE OF IOWA--			
Maintenance of way and structures.....	*	*	*
Maintenance of equipment.....	*	*	*
Conducting transportation.....	*	*	*
General expenses.....	*	*	*
Total.....	*	*	*
Percentage of expenses to earnings—Iowa.....	*	*	*

\* Same as above.



## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....		\$ 40,000.00		
Cost of equipment.....		3,017.09		
Cash and current assets.....		5,385.77		
Grand total.....		\$ 48,402.86		

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....		\$ 40,000.00		
Equipment.....		3,017.09		
Current liabilities.....		1,731.71		
Profit and loss.....		3,654.06		
Grand total.....		\$ 48,402.86		

## EMPLOYES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Superintendent.....	1	313	\$ 2,215.37	7.08
Auditor.....	1	313	975.00	3.11
Chief clerk.....	1	313	869.67	2.77
Station agents.....	6	1,878	2,103.00	1.12
Other station men.....	2	909	1,035.86	1.11
Enginemen.....	1	313	746.42	2.38
Firemen.....	1	313	511.48	1.63
Conductors.....	1	313	623.26	1.99
Other trainmen.....	1	313	805.80	1.43
Machinists.....	4	1,252	903.35	1.59
Section foremen.....	5	1,565	1,690.20	1.35
Other trackmen.....	1	365	1,721.50	1.10
Switchmen, flagmen, and watchmen.....	1	365	510.15	1.40
Total (including general officers)—Iowa.....	29	9,129	14,891.15	1.64
Less general officers.....	3	939	4,060.04	4.32
Total (excluding general officers)—Iowa.....	26	8,190	10,831.11	1.32
DISTRIBUTION OF ABOVE:				
General administration.....	3	939	4,060.04	4.32
Maintenance of way and structures.....	9	2,817	3,411.70	1.21
Maintenance of equipment.....	2	626	903.35	1.59
Conducting transportation.....	15	4,747	6,426.06	1.35
Total (including general officers)—Iowa.....	29	9,129	14,891.15	1.64
Less general officers.....	3	939	4,060.04	4.32
Total (excluding general officers)—Entire line.....	26	8,190	10,831.11	1.32

## IMPORTANT CHANGES DURING THE YEAR—STATE OF IOWA.

## ALL IMPORTANT PHYSICAL CHANGES.

Road is being reconstructed as a standard gauge road, by Western Construction Company but is not sufficiently advanced to be operated as such.

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## EXPRESS COMPANIES.

Verbal contract with American Express Company, giving this company one and one-half first class freight rates on tonnage carried.

## MAILS.

Contract with the post office department for carrying mails at \$445.03 per quarter.

## TELEGRAPH COMPANIES.

Contract with Western Union Telegraph Company, under which the telegraph company furnish all the material and the railway company build the line for joint use.

## PASSENGER, FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.\*

## PASSENGER TRAFFIC—

Number of passengers carried earning revenue.....	10,672
Number of passengers carried one mile.....	147,200
Average distance carried, miles.....	14
Total passenger revenue.....	\$ 5,539.65
Average amount received from each passenger.....	.51.908
Average receipts per passenger per mile.....	.03.707
Estimated cost of carrying each passenger one mile.....	.03.381
Total passenger earnings.....	7,654.09
Passenger earnings per mile of road operated.....	170.00.088
Passenger earnings per train mile.....	.27.171

## FREIGHT TRAFFIC—

Number of tons carried of freight earning revenue.....	10,877
Number of tons carried one mile.....	297,345
Average distance haul of one ton.....	27
Total freight revenue.....	17,357.47
Average amount received for each ton of freight.....	1.59.578
Average receipts per ton per mile.....	.05.910
Estimated cost of carrying one ton one mile.....	.05.107
Total freight earnings.....	17,397.07
Freight earnings per mile of road.....	386.601.155

## PASSENGER AND FREIGHT—

Passenger and freight revenue.....	22,897.12
Passenger and freight revenue per mile of road.....	508.42
Passenger and freight earnings.....	25,051.16
Passenger and freight earnings per mile of road.....	556.69
Gross earnings from operation.....	25,051.16
Gross earnings from operation per mile of road.....	556.69
Expenses.....	20,163.24
Expenses per mile of road.....	448.07

## TRAIN MILEAGE—

Miles run by mixed trains.....	28,170
Total mileage trains earning revenue.....	28,170
Grand total train mileage.....	28,170

\*Entire line is in Iowa.



## REPORT OF RAILROAD COMMISSIONERS.

FREIGHT TRAFFIC MOVEMENT--STATE OF IOWA.  
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight origina- ting on this road, whole tons.	Freight received from connect- ing roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF AGRICULTURE--				
Grain .....	3,720		3,720	34.20
Flour .....	37		37	.34
Other mill products .....	5		5	.05
Hay .....	144		144	1.30
Grass seed .....	104		104	.96
PRODUCTS OF ANIMALS--				
Live stock .....	1,560		1,560	14.35
Poultry, game and fish .....	31		31	.28
Wool .....	70		70	.64
Hides and leather .....	7		7	.06
Butter and eggs .....	372		372	3.42
PRODUCTS OF MINES--				
Bituminous coal .....	108		108	1.00
Salt .....	136		136	1.26
PRODUCTS OF FOREST--				
Lumber .....	2,071		2,071	19.23
Ice .....	115		115	1.05
Logs and wood .....	804		804	7.54
MANUFACTURES--				
Cement, brick and lime .....	18		18	.17
Agricultural implements .....	129		129	1.18
Household goods and furniture .....	31		31	.28
MERCHANDISE .....	180	1,215	1,395	22.84
Total tonnage, Iowa .....			10,877	100
Total tonnage, entire line .....			10,877	

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES--						
Freight.....		3				
Total locomotives .....		3				
CARS IN PASSENGER SERVICE--						
Combination passenger car.....		1				
Total.....		1				
CARS IN FREIGHT SERVICE--						
Box cars.....		10				
Flat cars.....		25				
Stock cars.....	10	20				
Total.....	10	61				
CARS IN COMPANY'S SERVICE--						
Caboose cars.....		1				
Total.....		1				
Grand total cars.....		1				

## MILEAGE.

## A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	Line represent- ed by capital stock--main line.	Line operated under track- age rights.	Total mileage operated.	RAILS.	
				Iron.	Steel.
Miles of single track .....	45		45	41.2	3.8

## II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

All in Iowa .....	45		45	41.2	3.8
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## CONSUMPTION OF FUEL BY LOCOMOTIVES--STATE OF IOWA.

LOCOMOTIVES.	Tons of coal-- bituminous.	Cords of wood-- soft.	Total fuel con- sumed--tons.	Miles run.	Average lbs. consumed per mile.
Passenger and freight--mixed .....	600		600	28,170	40
Average cost at distributing point .....	\$2 per ton.				

## ACCIDENTS TO PERSONS--STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes .....							1	1
Total .....							1	1

## EXPLANATORY REMARKS.

Leg broken while unloading telegraph poles.







## ANNUAL REPORT

OF THE

## CHICAGO, IOWA &amp; DAKOTA RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa. 35.  
 Page 7. Give the names of your attorneys in Iowa.  
 Superintendents for Iowa.  
 Division Superintendents for Iowa.  
 Page 11. Total mileage operated in Iowa.  
 Page 13. Total mileage in Iowa.  
 Page 17. 1—Amount of stock issued for dividends on earnings.  
 2—Amount of stock per mile of road.  
 3—Amount of stock representing road in Iowa.  
 4—Amount of stock held in Iowa.  
 Page 19. Amount of funded debt representing road in Iowa.  
 Page 27. Grand total for Iowa.  
 Page 31. Taxes paid in Iowa.  
 Page 45. 1—Operating expenses per mile of road.  
 2—Operating expenses per train mile.  
 3—Proportion of operating expenses and taxes for Iowa.  
 4—Percentage of expenses to earnings.  
 5—Net earnings per train mile.  
 6—Percentage of earnings to stock and debt.  
 7—Percentage of earnings to cost of road and equipment.  
 8—Surplus at the commencement of the year.  
 9—Surplus at the close of the year.  
 10—Amount of its own stock owned by the company.

## Page 46. Fencing in Iowa.

- 1—How many miles of fencing on your road in Iowa?
- 2—How many miles of unfenced road in Iowa?
- 3—What is the average cost per mile of fencing?
- 4—What is the total cost of the same?
- 5—How many miles of new fencing built during the year?

## Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

- 2—Average number of tons in cars when in less than car lots.
- 3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.
- 4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.
  - a—Total receipts for freight forwarded to points outside the State.
  - b—Total receipts for freight received from points outside the State.
  - c—Total receipts for freight forwarded to points within the State.
  - d—Total receipts for freight received from points within the State.
  - e—Total receipts from passengers destined to points outside the State.
  - f—Total receipts from passengers from points outside the State.
  - g—Total receipts from passengers destined to points within the State.
  - h—Total receipts from passengers from points within the State.

- 5—Total amount received for local freight.
- 6—Total amount received for through freight.
- 7—Number of tons of local freight carried.
- 8—Total amount received from freight originating in Iowa and passing outside the State.
- 9—Total amount received from freight originating outside the State and destined to points in Iowa.
- 10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?
- 11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?
- 12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
- 13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?
- 14—What per cent of freight received at each station on your road is local and what per cent interstate?
- 15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
- 16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
- 17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?
- 18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa to points on the main line outside the State, or to points on other lines?
- 19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

## Page 64. Tonnage crossing Mississippi river bridge at ..... for the year ending June 30, 1891.

East bound, number of tons.....  
 West bound, number of tons.....  
 Total tons.....

## Tonnage crossing Missouri river bridge at ..... for the year ending June 30, 1891.

East bound, number of tons.....  
 West bound, number of tons.....  
 Total tons.....



- Page 69. Under heading "State or Territory" insert Iowa.  
 Page 77. Under "Overhead Highway Crossings," insert overhead farm crossings.  
 Under "Conduits," insert farm crossing, "under."

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.  
 2—State the number of acres yet to inure to your company from congressional grants.  
 3—State the average price at which these lands have been sold or contracted by the company.  
 4—State the number of acres sold.  
 5—State the amount received from sales.  
 6—State the amount unpaid on outstanding contracts.  
 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.  
 8—State the amount expended in sale and management of lands.  
 9—State the amount of taxes paid on lands.  
 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.  
 11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.
- Page 80. What provision, if any, has been made by this road for the payment of its funded debt?  
 2—What station houses, stock yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs.  
 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

## HISTORY.

Name of common carrier making this report:  
 Chicago, Iowa & Dakota Railway Company.

Date of organization:  
 May 21, 1881.

Under laws of what Government, State or Territory organized? If more than one, name all.  
 Give reference to each statute and all amendments thereof.  
 General incorporation laws of the State of Iowa.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Porter.....	Eldora, Iowa.....	2d Wednesday in June, 1892.
W. S. Porter.....	Eldora, Iowa.....	2d Wednesday in June, 1892.
J. H. Smith.....	Eldora, Iowa.....	2d Wednesday in June, 1892.
Geo. H. Wisner.....	Eldora, Iowa.....	2d Wednesday in June, 1892.
Martin Pritchard.....	Alden, Iowa.....	2d Wednesday in June, 1892.
H. N. Brockway.....	Garner, Iowa.....	2d Wednesday in June, 1892.
David Secor.....	Winnebago, City, Minn.....	2d Wednesday in June, 1892.

Total number of stockholders at date of last election?  
 Fifteen.

Date of last meeting of stockholders for election of directors?  
 Second Wednesday in June, 1891.

Give post-office address of general office:  
 Eldora, Iowa.

Give post-office address of operating office:  
 Eldora, Iowa.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	John Porter.....	Eldora, Iowa.
First Vice-President.....	David Secor.....	Eldora, Iowa.
Secretary.....	J. D. Newcomer.....	Eldora, Iowa.
Treasurer.....	H. N. Brockway.....	Eldora, Iowa.
Assistant Treasurer.....	W. S. Porter.....	Eldora, Iowa.
Attorneys, or General Counsel.....	J. E. Abbrook.....	Eldora, Iowa.
Auditor.....	W. S. Porter.....	Eldora, Iowa.
General Manager.....	John Porter.....	Eldora, Iowa.
Assistant General Manager.....	W. S. Porter.....	Eldora, Iowa.
Superintendent of Telegraph.....	W. J. Utley.....	Eldora, Iowa.
General Freight Agent.....	W. S. Porter.....	Eldora, Iowa.
General Passenger Agent.....	W. S. Porter.....	Eldora, Iowa.

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 697.90
Bills receivable.....	424.00
Due from agents.....	630.66
Balance—current liabilities.....	30,567.02
Total.....	\$ 32,320.48
Materials and supplies on hand, \$729.53.	

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Loans and bills payable.....	\$ 6,112.65
Wages and salaries.....	1,502.09
Net traffic balances due to other companies.....	484.84
Matured interest coupons unpaid (including coupons due July 1).....	23,820.00
Total.....	\$ 32,320.48

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.		REMARKS.*
		To railroads.	To other properties.	Miles.	Amount.	
Capital stock.....	\$ 245,200.00	\$ 245,200.00		26 1/2	\$ 9,252.44	
Bonds—["grand total"].....	397,000.00	397,000.00		26 1/2	15,000.00	
Total.....	\$ 642,200.00	\$ 642,200.00			\$24,252.44	



PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Chicago, Iowa & Dakota Railway Company .....	Eldora Junction.....	Alden .....	26.50	26.50
Total.....			26.50	26.50

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
CAPITAL STOCK—						
Common .....	7,560	\$ 100.00	\$ 756,000.00	\$ 167,400.00		
Preferred .....	5,040	100.00	504,000.00	77,800.00		
Total.....	12,600	\$ 100.00	\$ 1,260,000.00	\$ 245,200.00		

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized	REMARKS.
ISSUED FOR CONSTRUCTION—					
Common .....		\$ .....	167,400	\$ .....	Issued with the bonds as part of the sale of the bonds for construction.
Preferred .....		\$ .....	77,800	\$ .....	
Total .....		\$ .....	245,200	\$ .....	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.		
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.
6 per cent first mortgage gold bonds	Aug. 14, 1882	June 1, 1932	\$ 1,260,000.00	\$ 397,000.00	\$ 397,000.00	\$ 397,000.00	6	June and Dec....	\$ 23,820.00
Total.....			\$ 1,260,000.00	\$ 397,000.00	\$ 397,000.00	\$ 397,000.00			\$ 23,820.00

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 397,000.00	\$ 397,000.00	\$ 23,820.00	\$ 23,820.00
Total.....	\$ 397,000.00	\$ 397,000.00	\$ 23,820.00	\$ 23,820.00



## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.*
<b>CONSTRUCTION—</b>				
Right of way		\$ 16,673.83	\$ 16,670.83	
Other real estate		4,163.38	4,163.38	
Fences		7,962.23	7,962.23	
Grading and bridge and culvert masonry		104,321.92	104,321.92	
Bridges and trestles (iron and stone)	6,937.01	18,338.15	25,335.16	
Rails	236.61	111,361.28	111,497.89	
Ties		28,702.14	28,702.14	
Other superstructures		7,182.74	7,182.74	
Buildings, furniture and fixtures		18,537.86	18,537.86	
Shop machinery and tools		15,685.66	15,685.66	
Engineering expenses		13,890.80	13,890.80	
Interest during construction		2,980.48	2,980.48	
Telegraph line		800.00	800.00	
Sidings and yard extensions		4,086.10	4,086.10	
Terminal facilities and elevators		9,230.48	9,230.48	
Organization		8,707.62	8,707.62	
Other items		10,597.91	10,597.91	
Total construction	7,173.62	384,076.58	391,250.20	
<b>EQUIPMENT—</b>				
Locomotives		\$ 17,116.79	\$ 17,116.79	
Passenger cars		3,750.00	3,750.00	
Combination cars		3,359.00	3,359.00	
Freight cars		5,786.00	5,786.00	
Floating equipment				
Total equipment		30,020.76	30,020.76	
Grand total cost construction, equipment, etc	7,173.62	414,097.34	421,270.96	

## INCOME ACCOUNT.

Gross earnings from operation	\$ 41,501.38
Less operating expenses	37,156.32
Income from operation	\$ 4,345.06
Total income	\$ 730,460.26
<b>DEDUCTIONS FROM INCOME:</b>	
Interest on funded debt accrued	\$ 23,820.00
Taxes	1,824.96
Permanent improvements	7,173.62
Total deductions from income	\$ 32,818.58
Deficit	\$ 28,473.52
Total	\$ 32,818.58
Deficit from operations of year ending June 30, 1891	32,818.58
Deficit on June 30, 1890	21,272.10
Surplus on June 30, 1891	54,090.68

## EARNINGS FROM OPERATION.

ITEM.	Total receipts.	Deductions account of re-payments, etc.	Actual earnings.
<b>PASSENGER—</b>			
Passenger revenue	\$ 7,377.99		
Total passenger revenue			\$ 7,377.99
Mail	\$ 1,126.56		1,126.56
Express	443.26		443.26
Extra baggage and storage	101.15		101.15
Total passenger earnings			\$ 8,947.81
<b>FREIGHT—</b>			
Freight revenue	\$ 33,570.18		
Less repayments:			
Overcharge to shippers		\$ 1,497.57	
Total deductions		\$ 1,497.57	
Total freight revenue			\$ 32,072.61
Total passenger and freight earnings			\$ 41,020.42
<b>OTHER EARNINGS FROM OPERATION—</b>			
Car mileage—balance			\$ 146.96
Rents not otherwise provided for			346.00
Total other earnings			\$ 480.96
Total gross earnings			\$ 41,501.38
Total gross earnings from operation			41,501.38

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road	\$ 384,076.58	\$ 391,250.20	\$ 7,173.62	
Cost of Equipment	30,020.76	30,020.76		
Profit and loss	43,362.75	54,090.68	10,727.93	
Grand total	\$ 457,460.09	\$ 475,361.64	\$ 17,901.55	

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital Stock	\$ 245,200.00	\$ 245,200.00		
Funded Debt	307,000.00	307,000.00		
Current liabilities	26,454.83	30,567.92	4,113.09	
Profit and loss	43,362.75	54,090.68		
Grand Total	\$ 712,017.58	\$ 726,858.60	\$ 4,113.09	



## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>			
Repairs of roadway.....	\$ 3,266.13	\$ 9,798.41	\$ 13,064.54
Renewals of ties.....	82.55	247.67	330.22
Repairs of bridges and culverts.....	154.25	462.77	617.02
Repairs of fences, road crossings, signs and cattle guards.....	105.00	316.77	422.37
Repairs of buildings.....	78.47	255.41	333.88
Other expenses.....	192.88	578.74	771.49
Total.....	\$ 3,879.88	\$ 11,639.64	\$ 15,519.52
<b>MAINTENANCE OF EQUIPMENT—</b>			
Repairs and renewals of locomotives.....	\$ 630.60	\$ 1,891.82	\$ 2,522.42
Repairs and renewals of passenger cars.....	5.34	16.94	21.28
Repairs and renewals of freight cars.....	190.95	572.85	763.80
Shop machinery, tools, etc.....	33.49	190.47	223.96
Other expenses.....	96.43	289.32	385.75
Total.....	\$ 956.81	\$ 2,870.50	\$ 3,827.31
<b>CONDUCTING TRANSPORTATION—</b>			
Wages of engineers, firemen and round-housemen.....	\$ 740.57	\$ 2,231.71	\$ 2,972.28
Fuel for locomotives.....	675.67	2,027.91	2,703.58
Water supply for locomotives.....	29.15	87.45	116.60
All other supplies for locomotives.....	57.96	173.91	231.87
Wages of other trainmen.....	417.65	1,252.95	1,670.60
All other train supplies.....	24.17	72.53	96.70
Wages of switchmen, flagmen and watchmen.....	105.00	315.00	420.00
Wages of station agents, clerks and laborers.....	609.43	1,828.31	2,437.74
Station supplies.....	14.91	44.74	59.65
Loss and damage.....	123.81	371.45	495.26
Other expenses.....	192.87	578.63	771.50
Total.....	\$ 2,991.19	\$ 8,973.69	\$ 11,964.88
<b>GENERAL EXPENSES—</b>			
Salaries of officers.....	\$ 800.00	\$ 2,400.00	\$ 3,200.00
Salaries of clerks.....	270.00	810.00	1,080.00
Expense of traffic associations.....	66.37	199.12	265.50
Expense of stock yards and elevators.....	87.87	263.63	351.50
Stationery and printing.....	140.44	421.33	561.77
Other general expenses.....	96.44	289.31	385.75
Total.....	\$ 1,461.12	\$ 4,383.39	\$ 5,844.51
<b>RECAPITULATION OF EXPENSES—</b>			
Maintenance of way and structures.....	\$ 3,879.88	\$ 11,639.64	\$ 15,519.52
Maintenance of equipment.....	956.81	2,870.50	3,827.31
Conducting transportation.....	2,991.19	8,973.69	11,964.88
General expenses.....	1,461.12	4,383.39	5,844.51
Grand total.....	\$ 9,289.00	\$ 27,867.22	\$ 37,156.22
Percentage of expenses to earnings—Iowa.....			89.53

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

American Express Company paid by 100 pounds freight carried, also pay part messenger service.

U. S. Mail paid by the mile according to weight.

Western Union Telegraph Company own wires and have all receipts.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED		Miles.	Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.
	FROM—	TO—				
First mortgage.....	Eldora Junction	Alden.....	26½	\$ 15,000.00	All	None.

## EMPLOYES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total No. of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	12	625	\$ 3,200.00	5.11
General office clerks.....	12	385	832.49	2.21
Station agents.....	5	1,565	2,692.50	1.72
Other station men.....	1	313	180.00	.58
Engineers.....	2	625	1,620.00	4.02
Firemen.....	1	313	600.00	1.92
Conductors.....	1	313	600.00	1.92
Other trainmen.....	2	625	840.00	1.34
Carpenters.....	1	313	600.00	1.92
Other shopmen.....	1	313	540.00	1.74
Section foremen.....	3	939	1,680.00	1.78
Other trackmen.....	17	5,371	6,714.72	1.25
Switchmen, flagmen, and watchmen.....	2	391	480.00	1.22
Total (including general officers)—Iowa.....	40	12,094	\$ 29,599.71	1.70
Less general officers.....	2	625	3,200.00	5.11
Total (excluding general officers)—Iowa.....	38	11,468	\$ 17,399.71	1.52
<b>DISTRIBUTION OF ABOVE—</b>				
General administration.....	4	1,011	4,052.49	4.00
Maintenance of way and structures.....	22	6,701	8,874.72	1.32
Maintenance of equipment.....	2	625	1,140.00	1.63
Conducting transportation.....	12	3,756	6,532.50	1.74
Total (including general officers)—Iowa.....	40	12,094	\$ 29,599.71	1.70
Less general officers.....	2	625	3,200.00	5.11
Total (excluding general officers)—Iowa.....	38	11,468	\$ 17,399.71	1.52
Total (including general officers)—entire line.....	40	12,094	\$ 29,599.71	1.70

## PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue.....	18,697
Number of passengers carried one mile.....	238,933
Average distance carried.....	12.799
Total passenger revenue.....	\$ 7,377.99
Average amount received from each passenger.....	.39.460
Average receipts per passenger per mile.....	.03.083
Estimated cost of carrying each passenger one mile.....	.03.887
Total passenger earnings.....	8,947.81
Passenger earnings per mile of road.....	337.65
Passenger earnings per train mile.....	1.02.707



## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue .....	25,506
Number of tons carried one mile .....	347,186
Average distance haul of one ton .....	13,611
Total freight revenue .....	32,072.61
Average amount received for each ton of freight .....	1.25745
Estimated cost of carrying one ton one mile .....	.09237
Total freight earnings .....	32,072.61
Freight earnings per mile of road .....	1,210.28.7
Freight earnings per train mile .....	1.29.322

## PASSENGER AND FREIGHT:

Passenger and freight revenue .....	39,450.60
Passenger and freight revenue per mile of road .....	1,488.70
Passenger and freight earnings .....	41,020.42
Passenger and freight earnings per mile of road .....	1,547.99.700
Gross earnings from operation .....	42,908.95
Gross earnings from operation per mile of road .....	1,622.65.188
Expenses (proportional on basis of miles of road) .....	37,156.22
Expenses per mile of road .....	1,402.12.150

## TRAIN MILEAGE:

Miles run by passenger trains .....	8,712
Miles run by freight trains .....	26,138
Miles run by mixed trains .....	34,850
Total mileage trains earning revenue .....	69,700
Miles run by construction and other trains .....	5,690
Grand total train mileage .....	75,390

FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.  
COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF AGRICULTURE—				
Grain .....	4,580	146	4,729	
Flour .....		221	221	
Hay .....	378	133	511	
Fruit and vegetables .....	10		10	
PRODUCTS OF ANIMALS—				
Live stock .....	3,240	29	3,249	
Poultry, game and fish .....	80		80	
PRODUCTS OF MINES—				
Bituminous coal .....	186	5,330	5,506	
Stone, sand and other like articles .....	1,722	230	1,952	
PRODUCTS OF FOREST—				
Lumber .....		2,793	2,793	
MANUFACTURES—				
Cement, brick and lime .....		335	335	
Agricultural implements .....		52	52	
Wagons, carriages, tools, etc. ....		42	42	
Wines, liquors, and beers .....		30	30	
PRODUCTS OF THE WEATHER—				
Ice .....	1,138		1,138	
MERCHANDISE .....	1,975	1,497	3,472	
MISCELLANEOUS—				
Other commodities not mentioned above .....	481	905	1,386	
Total tonnage—Iowa .....	13,779	11,727	25,506	
Total tonnage—entire line .....	13,779	11,727	25,506	

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKES.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES:						
Passenger .....	1	1	1	Westinghouse...		
Freight .....	1	1				
Total locomotives .....	2	2				
CARS IN PASSENGER SERVICE—						
First-class passenger cars .....	1	1	1	Westinghouse...		
Combination passenger cars .....	1	1	1	Westinghouse...		
Total .....	2	2				
CARS IN FREIGHT SERVICE:						
Box cars .....	12	12				
Flat cars .....	12	12				
Stock cars .....	10	10				
Coal cars .....	10	10				
Total .....	10	10				
Total cars owned .....	18	18				
Grand total cars .....	18	18				

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Tons of coal bituminous.	Cords of wood hard.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger .....					
Freight .....	1,238		1,238	40,450	61
Switching .....					
Construction .....					
Total .....	1,238		1,238	40,450	61
Average cost at distributing point .....	\$ 2.35				

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Minimum length in feet and inches.	Maximum length in feet and inches.	Aggregate length in feet and inches.
BRIDGES—				
Iron .....	2	50	150	200
Wooden .....	2	16	208	1,380
Combination .....	1	154	154	154
Total .....	30			1,734

## OVERHEAD RAILWAY CROSSINGS—

Bridges .....	1
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## GAUGE OF TRACK—

Four feet, eight and one-half inches; 26.50 miles.



**MILEAGE.**  
**MILEAGE OF ROAD OPERATED IN IOWA.**

LINE IN USE.	LINES REPRESENTED BY CAPITAL STOCK.		Line of property owned by company.	Line operated under lease.	Line operated under contract, etc.	Line operated under track-ages rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track...	20 1/2	2 1/2					\$3,322			20 1/2
Miles of second track...										
Miles of third track...										
Miles of fourth track...	3									3
Miles of yard track and sidings...										
Total mileage operated (all track)...	20 1/2	2 1/2					\$3,322			20 1/2

**MILEAGE OF LINE BY STATES AND TERRITORIES.**

**MILEAGE OPERATED BY ROAD MAKING THIS REPORT.**

STATE OR TERRITORY.	LINES REPRESENTED BY CAPITAL STOCK.		Line of property owned by company.	Line operated under lease.	Line operated under contract, etc.	Line operated under track-ages rights.	Total mileage excluding track-ages rights.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Iowa	20 1/2						\$3,322			20 1/2
Total mileage owned	20 1/2									

**TELEGRAPH.**

Owned by another company, but located on property of road making this report. Western Union Telegraph Company, miles of line, 26.50; miles of wire, 26.50.

STATE OF IOWA.  
COUNTY OF HARDIN. } ss.

We, the undersigned, John Porter, President, and W. S. Porter, Auditor and Assistant Treasurer of the Chicago, Iowa & Dakota Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all of the financial operations of said company during the period for which said return is made.

JOHN PORTER,  
President.

W. S. PORTER,  
Auditor and Assistant Treasurer.

Subscribed and sworn to before me this 3d day of October, 1891.

W. J. MOIR,  
Notary Public in and for Hardin County, Iowa.



## ANNUAL REPORT

OF THE

## ALBIA &amp; CENTERVILLE RAILWAY COMPANY.

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
 Page 7. Give the names of your attorneys in Iowa.  
 Superintendents for Iowa.  
 Division superintendents for Iowa.  
 Page 11. Total mileage operated in Iowa.  
 Page 13. Total mileage in Iowa.  
 Page 17. 1—Amount of stock issued for dividends on earnings.  
 2—Amount of stock per mile of road.  
 3—Amount of stock representing road in Iowa.  
 4—Amount of stock held in Iowa.  
 Page 19. Amount of funded debt representing road in Iowa.  
 Page 27. Grand total for Iowa.  
 Page 33. Taxes paid in Iowa.  
 Page 45. 1—Operating expenses per mile of road.  
 2—Operating expenses per train mile.  
 3—Proportion of operating expenses and taxes for Iowa.  
 4—Percentage of expenses to earnings.  
 5—Net earnings per train mile.  
 6—Percentage of earnings to stock and debt.  
 7—Percentage of earnings to cost of road and equipment.  
 8—Surplus at the commencement of the year.  
 9—Surplus at the close of the year.  
 10—Amount of its own stock owned by the company.  
 Page 46. Fencing in Iowa.  
 1—How many miles of new fencing on your road in Iowa?  
 2—How many miles of unfenced road in Iowa?  
 3—What is the average cost per mile of fencing?  
 4—What is the total cost of the same?  
 5—How many miles of new fencing built during the year?

Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

2—Average number of tons in cars when in less than car lots.

3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.

4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.

a—Total receipts for freight forwarded to points outside the State.

b—Total receipts for freight received from points outside the State.

c—Total receipts for freight forwarded to points within the State.

d—Total receipts for freight received from points within the State.

e—Total receipts from passengers destined to points outside the State.

f—Total receipts from passengers from points outside the State.

g—Total receipts from passengers destined to points within the State.

h—Total receipts from passengers from points within the State.

5—Total amount received for local freight.

6—Total amount received for through freight.

7—Number of tons of local freight carried.

8—Total amount received from freight originating in Iowa and passing outside the State.

9—Total amount received from freight originating outside the State and destined to points in Iowa.

10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?

12—What per cent does the local freight business of Iowa bear to business originating outside the State and destined to points within the State?

13—What per cent does local freight business bear to freight moved across the State, from points outside to points outside the State?

14—What per cent of freight received at each station on your road is local and what per cent interstate?

15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 64. Tonnage crossing Mississippi River bridge at ..... for the year ending June 30, 1891:

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

Tonnage crossing Missouri River bridge at ..... for the year ending June 30, 1891:

East bound, number tons.....

West bound, number tons.....

Total tons.....

Page 69. Under heading "State or Territory" insert Iowa.

Page 77. Under "Overhead Highway Crossings," insert Overhead Farm Crossings.  
 Under "Conduits," insert Farm Crossings, "Under."



## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from congressional grants. None.
- 2—State the number of acres yet to inure to your company from congressional grants. None.
- 3—State the average price at which these lands have been sold or contracted by the company. None.
- 4—State the number of acres sold. None.
- 5—State the amount received from sales. None.
- 6—State the amount unpaid on outstanding contracts. None.
- 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891. None.
- 8—State the amount expended in sale and management of lands. None.
- 9—State the amount of taxes paid on lands. None.
- 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes. None.
- 11—The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road all fixtures and conveniences for transacting its business. The only known cost of property is \$400,000.00 being the stock issued for bonds of the Centerville, Moravia & Albia Railroad.
- Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.
- 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs. Depot building at Albia owned by Iowa Central Railway.
- 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic. None.
- 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road. None.

## HISTORY.

Name of common carrier making this report:

Albia & Centerville Railway Company.

Date of organization:

April 1, 1890.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:

Statutes of Iowa, chapter 1, title 8 of the Code of Iowa, and the amendments thereto.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:

Not consolidated company.

Date and authority for each consolidation?

None.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

Centerville, Moravia & Albia Railroad Company. Laws of Iowa. Account, foreclosure.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Russel Sage	New York City	December 1, 1891.
John P. Munn	New York City	December 1, 1891.
J. J. Slocum	New York City	December 1, 1891.
C. Hackert	Marshalltown, Iowa	December 1, 1891.
F. M. Drake	Centerville, Iowa	December 1, 1891.

Total number of stockholders at date of last election:  
Seven.

Total number of stockholders in Iowa:  
Five.

Date of last meeting of stockholders for election of directors.  
December 1, 1890.

Give post-office address of general office.  
Centerville, Iowa.

Give post-office address of operating office.  
Marshalltown, Iowa.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	F. M. Drake	Centerville, Iowa.
Secretary	E. S. Benson	Marshalltown, Iowa.
Treasurer	Seth Zug	Marshalltown, Iowa.
General Solicitor	A. C. Daly	Marshalltown, Iowa.
Attorney in Iowa	A. C. Daly	Marshalltown, Iowa.
Auditor	E. S. Benson	Marshalltown, Iowa.
General Manager	C. H. Ackert	Marshalltown, Iowa.
Superintendent	J. H. Redmon	Marshalltown, Iowa.
Superintendent for Iowa	J. H. Redmon	Marshalltown, Iowa.
Traffic Manager	A. F. Banks	Marshalltown, Iowa.
Assistant General Freight Agent	James Mahoney	Marshalltown, Iowa.
Assistant General Passenger Agent	T. P. Barry	Marshalltown, Iowa.

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash	\$ 1,577.68
Due from agents	547.41
Net traffic balances due from other companies	1,013.83
Due from solvent companies and individuals	835.04
Total	\$ 3,973.96

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Audited vouchers and accounts	2,620.39
Wages and salaries	450.00
Balance—cash assets	585.57
Total	\$ 3,973.96

## RECAPITULATION.

## FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount out-standing.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other prop-erties.	Miles.	Amount.
Capital stock	\$ 400,000.00	\$ 400,000.00	\$ 422,188.39	24.10	\$ 17,518.19
Total	\$ 400,000.00	\$ 400,000.00	\$ 422,188.39	24.10	\$ 17,518.19



## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
MAIN LINE— Albia & Centerville Railway Co.	Albia, Iowa	Relay, Iowa	24.10	24.10
Total mileage operated.			24.10	24.10

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Rate.	Amount.	DIVIDENDS DECLARED DURING THE YEAR.
Capital stock, common.	4,000	\$100.00	\$400,000.00	400,000.00	\$1.00	\$400,000.00	
Total	4,000	\$100.00	\$400,000.00	400,000.00	\$1.00	\$400,000.00	

## MANNER OF PAYMENT FOR CAPITAL STOCK.

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during the year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.	REMARKS.
Issued for reorganization, common.	4,000	\$400.00	4,000	\$400.00	Issued under plan of reorganization for old bonds of the Cent. Moravia & Albia R. R., par of stock for par of bonds.
Total	4,000	\$400.00	4,000	\$400.00	

## B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Albia & Centerville R'y.	\$400,000.00	\$0.00	\$22,188.39	\$422,188.39	24.10	\$17,518.19
Total	\$400,000.00	\$0.00	\$22,188.39	\$422,188.39	24.10	\$17,518.19

## EXPLANATORY REMARKS.

No information to return for page 29, except total cost of property, \$400,000.00, being the amount of stock issued, under plan of reorganization, for bonds of Central, Moravia & Albia Railroad.

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Total cost to June 30, 1891.	\$400,000.00
Cost per mile.	16,597.51
Grand total cost construction, equipment, etc.	400,000.00
Total cost per mile	16,597.51
Total cost construction, equipment, etc.—State of Iowa.	400,000.00
Total cost per mile—Iowa.	16,597.51

## INCOME ACCOUNT.

## FOR ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.	\$19,322.55
Less operating expenses.	29,273.82
Deficit.	\$9,951.27
Miscellaneous income—less expenses.	19,100.00
Income from other sources.	\$19,100.00
Total income.	\$9,148.73
DEDUCTIONS FROM INCOME—	
Taxes.	\$774.38
Total deductions from income.	\$774.38
Net income.	\$8,374.35
Surplus from operations of year ending June 30, 1891.	\$8,374.35
Deficit on June 30, 1890.	7,714.35
Deficit on June 30, 1891.	\$560.00
Taxes paid in Iowa (calendar year of 1890).	1,048.81

## MISCELLANEOUS INCOME.

Amount raised by levies upon stockholders.	\$19,100.00
Net miscellaneous income.	19,100.00



## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEMS	Total receipts.	Deductions, account of re-payments, etc.	Actual earnings.
<b>PASSENGER—</b>			
Passenger revenue.....	\$ 4,624.67		
Less repayments:			
Tickets redeemed.....		\$ 2.96	
Total deductions.....		\$ 2.96	
Total passenger revenue.....			\$ 4,621.57
Mall.....			1,048.88
Express.....			104.37
Total passenger earnings.....			\$ 5,774.96
<b>FREIGHT—</b>			
Freight revenue.....	14,047.44		
Less repayments:			
Overcharge to shippers.....		499.85	
Total deductions.....		\$ 499.85	
Total freight revenue.....			\$ 13,547.59
Total freight earnings.....			\$ 13,547.59
Total passenger and freight earnings.....			\$ 19,322.55
Total gross earnings from operation—Iowa.....			\$ 19,322.55
Total gross earnings from operation—entire line.....			19,322.55

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 400,000.00	\$ 400,000.00		
Cash and current assets.....	885.57	885.57		
Profit and loss.....	7,714.35			7,714.35
Grand total.....	\$ 7,714.35	\$ 400,885.57	\$ 400,885.57	\$ 7,714.35

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 400,000.00	\$ 400,000.00		
Current liabilities.....	7,464.35			7,464.35
Accrued taxes not yet payable.....	250.00	225.57		24.43
Profit and loss.....		660.00	660.00	
Grand total.....	\$ 7,714.35	\$ 400,885.57	\$ 400,660.00	\$ 7,488.78

## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>			
Repair of roadway.....	\$ 946.50	\$ 2,839.51	\$ 3,786.01
Renewals of rails.....	280.90	842.69	1,123.59
Renewals of ties.....	1,519.27	4,557.82	6,077.09
Repairs of bridges and culverts.....	2,361.03	7,083.09	9,444.12
Repairs of fences, road-crossings, signs and cattle-guards.....	11.25	33.77	45.02
Repairs of buildings.....	26.72	80.16	106.88
Total.....	\$ 5,092.23	\$ 15,276.72	\$ 20,368.95
<b>MAINTENANCE OF EQUIPMENT—</b>			
Repairs and renewals of locomotives.....	204.88	614.63	819.51
Repairs and renewals of freight cars.....	204.88	614.63	819.51
Total.....	\$ 409.76	\$ 1,229.26	\$ 1,639.02
<b>CONDUCTING TRANSPORTATION—</b>			
Wages of engineers, firemen and roundhousemen.....	265.13	795.38	1,060.51
Fuel for locomotives.....	277.17	831.53	1,108.70
Water-supply for locomotives.....	39.51	118.54	158.05
All other supplies for locomotives.....	36.15	108.45	144.60
Wages of other trainmen.....	216.92	650.75	867.67
Expense of telegraph, including train dispatchers and operators.....	119.28	357.84	477.12
Wages of station agents, clerks, and laborers.....	258.62	775.86	1,034.48
Station supplies.....	2.04	7.91	10.35
Car mileage.....	26.45	79.35	105.80
Loss and damage.....		608.06	608.06
Switching charges—balance.....	206.15	627.31	833.46
Total.....	\$ 1,448.02	\$ 5,051.88	\$ 6,499.90
<b>GENERAL EXPENSES:</b>			
Salaries of clerks.....	\$ 150.00	450.00	600.00
Insurance.....	2.11	6.34	8.45
Rents not otherwise provided for.....	15.00	45.00	60.00
Legal expenses.....	1.04	3.11	4.15
Stationery and printing.....	18.91	56.74	75.65
Other general expenses.....	4.42	13.28	17.70
Total.....	\$ 191.48	\$ 574.47	\$ 765.95
<b>RECAPITULATION OF EXPENSES:</b>			
Maintenance of way and structures.....	5,092.23	15,276.72	20,368.95
Maintenance of equipment.....	409.76	1,229.26	1,639.02
Conducting transportation.....	1,448.02	5,051.88	6,499.90
General expenses.....	191.48	574.47	765.95
Grand total.....	\$ 7,141.49	\$ 22,132.33	\$ 29,273.82
Percentage of expenses to earnings—entire line.....			151.5

## EXPLANATORY REMARKS.

1. Miles of fencing in Iowa, 19.23.
2. Miles of unfenced road in Iowa, 19.
3. Not known.
4. Not known.
5. None.

## IMPORTANT CHANGES DURING THE YEAR—STATE OF IOWA.

The Centerville, Moravia & Albia Railroad was reorganized under the name of Albia & Centerville Railway, same taking effect July 1, 1890.

Four hundred thousand dollars of stock issued under plan of reorganization for bonds of Centerville, Moravia & Albia Railroad par of stock for par of bonds.



## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## EXPRESS COMPANIES.

United States Express Company pays Albia & Centerville Railway monthly a fixed rate per 100 pounds for all express matter transported.

## MAILS.

United States Post-Office Department pays a yearly allowance for mail service.

## OTHER RAILROAD COMPANIES.

All train service is furnished by Iowa Central Railway. Albia & Centerville pays a fixed rate per mile for all trains passing over the road.

## TELEGRAPH COMPANIES.

Western Union Telegraph Company owns and operates line on Albia & Centerville Railway, who uses it in transaction of its business.

## EMPLOYEES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Station agents.....	2	626	1,012.64	1.62
Other station men.....	1	313	106.00	.34
Section foremen.....	3	626	1,056.85	1.69
Other trackmen.....	2	2,191	2,347.40	1.07
All other employes and laborers.....	5	1,565	2,001.30	1.85
Total (excluding general officers)—Iowa.....	17	5,321	7,424.19	1.40
DISTRIBUTION OF ABOVE:				
Maintenance of way and structures.....	13	4,069	6,198.05	1.52
Conducting transportation.....	4	1,252	1,226.14	.98
Total (excluding general officers)—Iowa.....	17	5,321	7,424.19	1.40
Total (including general officers)—entire line.....	17	5,321	7,424.19	1.40

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue.....	4,847	
Number of passengers carried one mile.....	131,830	
Average distance carried.....	16.8	
Total passenger revenue.....		\$ 4,021.71
Average amount received from each passenger.....		.58.898
Average receipts per passenger per mile.....		.03.506
Estimated cost of carrying each passenger one mile.....		.05.417
Total passenger earnings.....		5,774.96
Passenger earnings per mile of road.....		239.62
Passenger earnings per train mile.....		1.19.812

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue.....	91,585	
Number of tons carried one mile.....	1,420,205	
Average distance haul of one ton, miles.....	15.5	
Total freight revenue.....		\$ 13,547.59
Average amount received for each ton of freight.....		.14.792
Average receipts per ton per mile.....		.954
Estimated cost of carrying one ton one mile.....		.01.558
Total freight earnings.....		13,547.59
Freight earnings per mile of road.....		562.14
Freight earnings per train mile.....		93.677

## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	18,169.30
Passenger and freight revenue per mile of road.....	753.91
Passenger and freight earnings.....	19,322.55
Passenger and freight earnings per mile of road.....	801.76
Gross earnings from operation.....	19,322.55
Gross earnings from operation per mile of road.....	801.76
Expenses.....	29,273.82
Expenses per mile of road.....	1,214.68

## TRAIN MILEAGE:

Miles run by mixed trains.....	19,282
Total mileage trains earning revenue.....	19,282
Miles run by construction and other trains.....	2,486
Grand total train mileage.....	21,768
Mileage of loaded freight cars—north or east.....	85,072
Mileage of loaded freight cars—south or west.....	14,879
Mileage of empty freight cars—north or east.....	3,406
Mileage of empty freight cars—south or west.....	35,651
Average number of freight cars in train.....	9.7
Average number of loaded cars in train.....	7
Average number of empty cars in train.....	2.7
Average number of tons of freight in train.....	98
Average number of tons of freight in each loaded car.....	14

Total amount received for local freight.....	\$ 696.74
Total amount received for through freight.....	12,850.85
Number of tons of local freight carried.....	533

## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF AGRICULTURE—				
Grain.....	223	93	316	.34
Flour.....	10		10	.01
Hay.....		161	161	.18
Fruit and vegetables.....	41	133	174	.19
PRODUCTS OF ANIMALS—				
Live stock.....	30	2	32	.04
PRODUCTS OF MINES—				
Bituminous coal.....	28,222	58,651	86,873	94.85
Coke.....		15	15	.02
Stone, sand, and other like articles.....		210	210	.22
PRODUCTS OF FOREST—				
Lumber.....	164	724	888	.97
MANUFACTURES—				
Iron, pig and bloom.....		46	46	.05
Iron and steel rails.....		99	99	.11
Other castings and machinery.....		70	70	.08
Cement, brick, and lime.....	118	63	181	.19
Agricultural implements.....		12	12	.01
Household goods and furniture.....	30	162	192	.21
MERCHANDISE.....	246	645	891	.98
MISCELLANEOUS—				
Other commodities not mentioned above.....	128	1,287	1,415	1.55
Total tonnage—Iowa.....	29,212	62,373	91,585	100.00
Total tonnage—entire line.....	29,212	62,373	91,585	



## MILEAGE.

## MILEAGE OF ROAD OPERATED.

LINE IN USE.	Line represented by capital stock -- Main line.	Total mileage operated.	Rails--iron.
Miles of single track .....	24.10	24.10	24.10
Miles of yard track and sidings.....	1.02	1.02	1.02
Total mileage operated (all tracks).....	25.12	25.12	25.12

## MILEAGE OF LINE BY STATES AND TERRITORIES.

## I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	Line represented by capital stock --main line.	Total mileage, excluding truckage rights.	Rails--iron.
Iowa .....	24.10	24.10	24.10
Total mileage operated (single track).....	24.10	24.10	24.10

## II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Iowa .....	24.10	24.10	24.10
Total mileage owned (single track).....	24.10	24.10	24.10

No locomotives used exclusively on Albia & Centerville Railway. Iowa Central Railway furnishes train services and charges Albia & Centerville monthly a fixed rate per train mile.

## RENEWALS OF RAILS AND TIES--STATE OF IOWA.

## NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point.
Oak.....	12,581	\$ 48
Total .....	12,581	\$ 48

## CHARACTERISTICS OF ROAD.

This information not obtainable.

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.
BRIDGES--				
Iron .....	1	60	60	60
Combination .....	1	100	100	100
Total .....	2	160		
TRESTLES.....	10	1,655	64	479

## GAUGE OF TRACK--

Four feet, eight and one-half inches; 24.10 miles.

## TELEGRAPH.

Miles of line, 24.10; miles of wire, 24.10.

Owned and operated by Western Union Telegraph Company.

## CAR MILEAGE.

State below all individuals, co-operative fast freight lines and stock companies to which the company making this report pays mileage for the use of cars:

Blue Line.	Mather Stock Car Co.
Erie Despatch.	National Despatch Line.
Canada Southern Line.	Red Line.
Great Eastern Line.	St. Louis Refrigerator Car Co.
Hicks Stock Car Co.	Union Line.
Merchants' Despatch Transportation Co.	White Line.
Midland Line.	

STATE OF IOWA.  
COUNTY OF MARSHALL. } ss.

We, the undersigned, C. H. Ackert, General Manager, and E. S. Benson, Auditor of the Albia & Centerville Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the amounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

C. H. ACKERT,  
General Manager.  
E. S. BENSON,  
Auditor.

Subscribed and sworn to before me this 17th day of September, 1891.

R. A. DUGAN,  
Notary Public



## ANNUAL REPORT

OF THE

## CHICAGO, ST. PAUL &amp; KANSAS CITY RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
Forty-seven. By vote of the stockholders at the meeting held September 5, 1890, the number of directors was increased from seven to fifteen.
- Page 7. Give the names of your attorneys in Iowa.  
Cummins & Rice, Des Moines; O. C. Miller, Waterloo; J. L. Carney, Marshalltown; L. S. Butler, Northwood; Andrews & Bedell, Hampton; Craig & Ray, Allison; Gibson & Dawson, Waverly; Rea & Wood, Grundy Center; J. W. Willett, Tama; R. H. Spense, Mt. Ayr; Eaton & Clyde, Osage; Jno. McCook, Cresco; Geo. E. Stone, New Hampton; Ainsworth & Hobson, West Union; Chas. E. Ransin, Independence; Fouke & Lyon, Dubuque; Blythe & Monkley, Mason City; Frank Wisdom, Blockton; W. W. Rowell, Afton; W. H. Berry, Indianola.
- Superintendents for Iowa.  
Division Superintendents for Iowa.  
B. F. Egan, Dubuque, Iowa; J. Bullingett, Des Moines.
- Page 11. Total mileage operated in Iowa.  
June 30, 1891, 468.55 miles.
- Page 13. Total mileage in Iowa.
- Page 17. 1—Amount of stock issued for dividends on earnings.  
None.  
2—Amount of stock per mile of road.  
\$18,258.50.  
3—Amount of stock representing road in Iowa.  
\$8,497,888.74.  
4—Amount of stock held in Iowa.  
\$112,000.00.

- Page 19. Amount of funded debt representing road in Iowa.  
\$17,683,276.34.
- Page 27. Grand total for Iowa.  
\$26,710,290.08.
- Page 33. Taxes paid in Iowa.  
\$40,703.80.
- Page 45. 1—Operating expenses per mile of road.  
472.47 miles, \$2,908.80.  
2—Operating expenses per train mile.  
6.553.  
3—Proportion of operating expenses and taxes for Iowa.  
\$1,415,034.42.  
4—Percentage of expenses to earnings.  
Entire line, 89.61; Iowa, 71.18.  
5—Net earnings per train mile. 29.66.  
6—Percentage of earnings to stock and debt.  
Whole line, .59.05; Iowa, .97.37.  
7—Percentage of earnings to cost of road and equipment.  
Whole line, 9.55; Iowa, .07.53.  
8—Surplus at the commencement of the year.  
\$608,934.81.  
9—Surplus at the close of the year.  
\$1,145,898.68.  
10—Amount of its own stock owned by the company.  
\$140,000.00.
- Page 46. Fencing in Iowa.  
1—How many miles of fencing on your road in Iowa?  
889.12 miles.  
2—How many miles of unfenced road in Iowa?  
None.  
3—What is the average cost per mile of fencing?  
\$214.31.  
4—What is the total cost of the same?  
\$190,549.18.  
5—How many miles of new fencing built during the year?  
None.
- Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.  
2—Average number of tons in cars when in less than car lots.  
In computing expenses and earnings per mile of road, opposite the average mileage operated during year (472.47 miles) is used.  
3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
Forty-two ton engine can carry 272 tons of freight in the State of Iowa.  
4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.  
a—Total receipts for freight forwarded to points outside the State.  
b—Total receipts for freight received from points outside the State.  
c—Total receipts for freight forwarded to points within the State.  
d—Total receipts for freight received from points within the State.  
e—Total receipts from passengers destined to points outside the State.  
Earned on whole line, \$373,995.69.  
f—Total receipts from passengers from points outside the State.  
Earned on whole line, \$378,929.37.  
g—Total receipts from passengers destined to points within the State.  
Earned on whole line, \$367,430.44.  
h—Total receipts from passengers from points within the State.  
Earned in Iowa, \$302,486.76.  
5—Total amount received for local freight.  
\$1,047,869.46.  
6—Total amount received for through freight.  
\$325,853.68.



- 7—Number of tons of local freight carried.  
741,323.
- 8—Total amount received from freight originating in Iowa and passing outside the State.
- 9—Total amount received from freight originating outside the State and destined to points in Iowa.
- 10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?  
The local freight business of Iowa is 34.50 per cent of the total freight business of the entire line.
- 11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?
- 12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
- 13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?
- 14—What per cent of freight received at each station on your road is local and what per cent interstate?
- \*15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
- \*16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
- \*17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?
- \*18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa to points on the main line outside the State, or to points on other lines?  
\*Each division, branch line or State, receives credit for its proportion of the earnings, based on the number of miles the commodity or passenger is carried on the division, branch line, or in the State, to the whole mileage carried.
- 19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 64. Tonnage crossing Mississippi river bridge at Dubuque, Iowa for the year ending June 30, 1891.

East bound, number of tons.....	498,347
West bound, number of tons.....	233,489
Total tons.....	731,836

Tonnage crossing Missouri river bridge at.....for the year ending June 30, 1891.....

East bound, number of tons.....	
West bound, number of tons.....	
Total tons.....	

- Page 69. Under heading "State or Territory" insert Iowa.
- Page 77. Under "Overhead Highway Crossings," insert overhead farm crossings.  
Under "Conduits," insert farm crossing, "under."

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.
- 2—State the number of acres yet to inure to your company from congressional grants.
- 3—State the average price at which these lands have been sold or contracted by the company.
- 4—State the number of acres sold.
- 5—State the amount received from sales.
- 6—State the amount unpaid on outstanding contracts.
- 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.
- 8—State the amount expended in sale and management of lands.
- 9—State the amount of taxes paid on lands.

## CHICAGO, ST. PAUL &amp; KANSAS CITY RAILWAY COMPANY. 257

- 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.  
No congressional land grants.
- 11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.  
\$25,629,004.49.

- Page 80. What provision, if any, has been made by this road for the payment of its funded debt?  
There has been no provision made for the payment of the funded debt except that it is provided in the mortgage, that it shall be paid at maturity in gold coin.
- 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.  
Terminals at Chicago, Illinois, Des Moines, Iowa, and Leavenworth, Kansas.  
See B. Rentals Paid.
- 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
Western Freight Association, Southwestern Division.  
Illinois State Freight Association.  
St. Paul and Minneapolis Passenger Association.  
Weighing Association and Inspection Bureau.  
Western Passenger Association.  
Chicago Railroad Association.  
Western Classification Committee.  
Western Freight Association, Western and Northwestern Division.  
Joint Rate Inspection Bureau.  
Inter-state Commerce Association.  
Chicago Car Service Association.
- 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.  
Not a member of a fast freight company.

## HISTORY.

- Name of common carrier making this report?  
Chicago, St. Paul & Kansas Railway Company.
- Date of organization?  
May 26, 1886.
- Under laws of what government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof.  
Under general laws of State of Iowa.
- Articles of incorporation filed with Secretary of State for the State of Iowa, June 10, 1886.
- If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same.  
Not a consolidated company.
- On December 8, 1887, the Chicago, St. Paul & Kansas City Railway Company purchased all the railway and property of the Minnesota & Northwestern Railroad, which included by purchase by the latter company in November, 1886, of the Dubuque & Northwestern Railway from Dubuque, Iowa, to Thorpe, Iowa, a distance of fifty miles, and of the Dubuque & Dakota Railroad, January 1, 1887, extending from Sumner, Iowa, to Hampton, Iowa, a distance of sixty-three miles.
- Date and authority for each consolidation?  
Not a consolidated company.
- If a reorganized company, give name of original corporation, and refer to laws under which it was organized.  
Not a reorganized company.



## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. B. Stickney	St. Paul, Minnesota	September 3, 1891.
Wm. Lewis Boyle	New York City	September 3, 1891.
Ansel Oppenheim	St. Paul, Minnesota	September 3, 1891.
Wm. Dawson	St. Paul, Minnesota	September 3, 1891.
C. W. Benson	St. Paul, Minnesota	September 3, 1891.
S. C. Stickney	St. Paul, Minnesota	September 3, 1891.
Jno. M. Egan	St. Paul, Minnesota	September 3, 1891.
F. P. Clarke	St. Paul, Minnesota	September 3, 1891.
A. M. Drake	St. Paul, Minnesota	September 3, 1891.
J. L. Pratt	St. Paul, Minnesota	September 3, 1891.
David Rankin	Tarkio, Missouri	September 3, 1891.
A. Slinger	Waverly, Iowa	September 3, 1891.
F. D. Stout	Dubuque, Iowa	September 3, 1891.
Andrew Crawford	Chicago, Illinois	September 3, 1891.
L. L. Ellwood	De Kalb, Illinois	September 3, 1891.

Total number of stockholders at date of last election?  
Three hundred and fifty-two.

Date of last meeting of stockholders for election of directors?  
First Thursday in September, 1891.

Give post-office address of general office.  
St. Paul, Minnesota.

Give post-office address of operating office.  
St. Paul, Minnesota.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	A. B. Stickney	St. Paul, Minnesota.
President	John M. Egan	St. Paul, Minnesota.
Vice-President and Transfer Agent	Wm. Lewis Boyle	New York City.
Second Vice-President	C. W. Benson	St. Paul, Minnesota.
Secretary	M. C. Woodruff	Dubuque, Iowa.
Treasurer	W. B. Bind	St. Paul, Minnesota.
Assistant Secretary	John L. Pratt	St. Paul, Minnesota.
Attorney, or General Counsel	Lusk, Bunn & Hadley	St. Paul, Minnesota.
Auditor	M. C. Heaton	St. Paul, Minnesota.
General Manager	John M. Egan	St. Paul, Minnesota.
Chief Engineer	H. Fernstrom	St. Paul, Minnesota.
General Superintendent	C. Shields	St. Paul, Minnesota.
Division Superintendent	John McGuire	St. Paul, Minnesota.
Division Superintendent	B. F. Egan	Dubuque, Iowa.
Division Superintendent	J. D. Farrell	Chicago, Illinois.
Division Superintendent	J. Berlingett	Des Moines, Iowa.
Superintendent of Telegraph	J. C. Ford	St. Paul, Minnesota.
Traffic Manager	W. R. Busenbark	Chicago, Illinois.
General Freight Agent	P. C. Stohr	Chicago, Illinois.
Assistant General Freight Agent	F. H. Tibbitts	Chicago, Illinois.
General Passenger Agent	F. H. Lord	Chicago, Illinois.
Asst. Gen. Passenger Agent	C. A. Calnes	Chicago, Illinois.
General Ticket Agent	F. H. Lord	Chicago, Illinois.
Asst. Gen. Ticket Agent	C. A. Calnes	Chicago, Illinois.
General Baggage Agent	John Colley	Chicago, Illinois.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each named.	Miles of line named.	Miles of line for each named.
	FROM—	TO—			
MAIN LINE OWNED— Chicago, St. Paul & Kansas City Railway Company	St. Paul, Minnesota	Dubuque, Iowa	251.53		680.84
	Aiken, Illinois	Forest Home, Illinois	146.73		
	Oelwein, Iowa	Des Moines, Iowa	120.53		
	Des Moines, Iowa	St. Joseph, Missouri	120.25		
Total					
BRANCHES AND SPURS—					
	Hayfield, Minnesota	Manly Junction, Iowa	47.20		
	Sumner, Iowa	Hampton, Iowa	68.65		
	Cedar Falls, Iowa	Wilson Junction, Iowa	7.48		
	Yallisa, Iowa	Coal Mines, Iowa	3.50		
	Eden, Minnesota	Wasloja, Minnesota	4.00		
Total					
LEASED LINE— Leavenworth & St. Joseph Railroad	Bee Creek, Missouri	Beverly, Missouri	23.00		125.83
Total					
TRAILING RIGHTS— Great Northern Railway	Minneapolis, Minnesota	St. Paul, Minnesota	10.50		
Duluth & Duluth Bridge Company	Dubuque, Iowa	East Dubuque, Illinois	.50		
Illinois Central Railroad	East Dubuque, Illinois	Portage Curve, Illinois	13.23		
Chicago & Northern Pacific Railroad	Portage Curve, Illinois	Aiken, Illinois	1.85		
Chicago & Northern Pacific Railroad	Forest Home, Illinois	Chicago, Illinois	10.18		
Des Moines & Union Railway	In city of Des Moines, Iowa		2.26		
Des Moines & Kansas City Railway	In city of St. Joseph, Missouri		.81		
Kansas City, St. Joseph & Council Bluffs Railway	In city of St. Joseph, Missouri		.50		
Atchafalaya Traction & Santa Fe	Beverly, Missouri	Bee Creek, Missouri	7.63		
Chicago Rock Island & Pacific	Across Missouri river bridge at	Leavenworth, Kansas	2.52		
Union Pacific Railway	In city of Leavenworth, Kas.		1.12		
Leavenworth Union Depot Company	In city of Leavenworth, Kas.		1.03		
Kansas City, Wyandotte & Northwestern	Leavenworth, Kansas		.14		
Total			30.13		83.78
Total mileage operated					922.45
Total mileage operated in Iowa June 30, 1891, 468.58 miles.					



## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
CAPITAL STOCK—Common	250,000	\$ 100.00	\$25,000,000.00	\$14,892,900.00
Total	250,000	\$ 100.00	\$25,000,000.00	\$14,892,900.00

## MANNER OF PAYMENT FOR CAPITAL STOCK.

	Total number of shares issued.	Total cash realized.
*Issued for construction, common	148,929	\$14,892,900.00
Total	148,929	\$14,892,900.00

*Issued FOR CONSTRUCTION OF LINE—	\$ 1,941,000.00
St. Paul to Manly Junction	2,565,300.00
Mayfield to Dubuque	2,201,200.00
Line in Illinois	150,000.00
Dubuque & N. W. R'y	160,400.00
In exchange for D. & D. stock	2,875,000.00
Purchase of Wisconsin, Iowa & Nebraska R'y	
Construction of line between Oelwein and Waterloo and Des Moines and St. Joseph, Mo.	5,000,000.00
	\$ 14,892,900.00

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash	\$ 40,249.47
Bills receivable	1,999.80
Due from agents	171,438.81
Due from solvent companies and individuals	32,988.92
Other cash assets	60,032.59
Stock in treasury to be issued at par on account of local aid when cash or equipment is turned over to the company	140,000.00
Carried to comparative general balance sheet	\$ 446,707.59
Balance—current liabilities	480,605.78
Total	\$ 927,313.27

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Loans and bills payable	\$ 285,011.17
Audited vouchers and accounts	354,655.29
Wages and salaries	104,222.07
Net traffic balances due to other companies	40,601.14
Matured interest coupons unpaid (including coupons due July 1)	8,525.00
Rentals due July 1 (miscellaneous rentals in voucher accounts)	44,268.60
Miscellaneous	
Total	\$ 927,313.27

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	INTEREST.	
	Date of issue.	When due.						When payable.	Amount accrued during year.
Minnesota & Northwestern Railway, first mortgage bonds	July 1, 1884	July 1, 1904	\$ 9,628,000.00	\$ 9,628,000.00	\$ 9,628,000.00	\$ 9,628,000.00	5	Jan., July	\$ 481,400.00
Chicago, St. Paul & Kansas City Railway, first mortgage bonds	July 1, 1886	July 1, 1906	\$ 9,273,000.00	\$ 9,273,000.00	\$ 9,171,250.00	\$ 9,171,250.00	5	Jan., July	\$ 459,650.00
Chicago, St. Paul & Kansas City R'y, general mortgage bonds	Jan. 1, 1889	Jan. 1, 1909	\$ 30,000,000.00	\$ 10,000,000.00	\$ 4,786,000.00	\$ 4,786,000.00	4		
Total bonds			\$ 48,901,000.00	\$ 28,901,000.00	\$ 23,585,250.00	\$ 23,585,250.00			\$ 941,050.00
Income bonds	Dec. 1, 1887	July 1, 1908	\$ 7,081,700.00	\$ 7,081,700.00	\$ 4,941,700.00	\$ 4,941,700.00	5 <sup>1</sup>		
Three year notes	Nov. 1, 1888	Sept. 1, 1891	\$ 1,200,000.00	\$ 1,200,000.00	\$ 1,200,000.00	\$ 1,200,000.00	8	Feb., May, Aug., Nov.	\$ 8,700.00
Collateral notes	July 1, 1889	Jan. 1, 1892	\$ 2,082,000.00	\$ 2,082,000.00	\$ 1,882,100.00	\$ 1,882,100.00	6	Jan., July	\$ 94,740.00
Five per cent sterling priority loan	Aug. 30, 1889	Jan. 1, 1904	\$ 2,823,150.00	\$ 1,882,100.00	\$ 1,882,100.00	\$ 1,882,100.00	5	Jan., July	\$ 58,815.00
Total miscellaneous			\$ 6,105,750.00	\$ 5,164,700.00	\$ 2,401,970.07	\$ 2,401,970.07			\$ 87,065.00
Grand total			\$ 62,688,450.00	\$ 42,047,400.00	\$ 30,999,570.07	\$ 28,396,550.00			\$ 1,033,265.00

Authorized issue Chicago, St. Paul & Kansas City Railway first mortgage bonds, \$20,000.00 per mile of single track; \$5,000.00 per mile for terminals in cities of over 8,000 inhabitants, and \$8,000.00 per mile additional for double track. Total not to exceed \$16,000,000.00.

Authorized issue Minnesota & North-Western Railroad first mortgage bonds, \$16,000.00 per mile of single track; \$1,000.00 per mile for terminals in cities of 50,000 inhabitants or more, and \$8,000.00 per mile additional for double track.

Changes in funded debt explained in "Important Changes During the Year."

Amount of funded debt representing road in Iowa, \$17,682,273.34.

\*Interest to be funded to and including July, 1892 coupons.

\*Bears no interest until after July 1, 1892.

†When earned.

‡ Paid cash funded.



FUNDED DEBT--CONTINUED.  
EQUIPMENT TRUST OBLIGATION.

A. GENERAL STATEMENT.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	EQUIPMENT COVERED.	REMARKS.
Not in Series. On books as "Rolling Stock May Lease Warrants."	21, 1891	10 years	10	Box cars.....2,000 Furniture cars.....40 Second class coaches.....4 Baggage and express cars.....4 First class coaches.....12 Mail and express cars.....3 Total cars.....2,063 Locomotives.....40	The equipment remains the property of the Railway Equipment Company of Minnesota until payment of the Lease Warrants, and monthly interest thereon, as a collateral security for the payment of which the Railway Company has deposited \$500,000.00 of its General Mortgage Bonds with the Equipment Company.

B. STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS--PRINCIPAL AND INTEREST.		DEFERRED PAYMENTS--INTEREST.				
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	Rate.
Total ..		\$ 1,524,539.31	\$ 1,524,539.31			\$ 95,509.87	\$ 95,509.87	7 per cent.
"Miscellaneous obligations"		5,164,700.00	2,401,970.07			92,275.60	87,065.60	
Total miscellaneous obligations.		\$ 6,689,239.31	\$ 3,926,509.38			\$ 187,785.47	\$ 182,665.47	

The amount of interest accrued (shown in table, \$95,509.87) is rental paid during year for leased equipment, \$8,803.15 of which was for month of June, 1891, under present lease.  
The equipment was delivered to the railway company, under present lease, on June 1, 1891.  
Payments on the principal fall due June 1st of each year.  
The "Original Amount Deferred Payments-Interest" does not appear on the company's books but will be paid monthly, and charged as "Rental of Equipment."  
The total amount of interest that will accrue to maturity is \$827,092.81, which is to be paid in monthly installments, making 120 payments in all, for interest.

CHICAGO, ST. PAUL & KANSAS CITY RAILWAY COMPANY. 263

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
Mortgage bonds.	\$ 28,901,000.00	\$ 22,607,000.00	\$ 941,000.00	Funded.
Miscellaneous obligations.	6,089,200.41	3,056,509.28	187,873.47	187,873.47
Income bonds.	7,981,700.00	4,981,700.00	Not carried	
Total.	\$ 42,971,900.41	\$ 30,645,209.28	\$ 1,128,873.47	\$ 187,873.47

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Amount outstanding.	Apportionment to railroads and terminals.	Miles.	Amount per mile of road.
Capital stock.	\$14,862,000.00	\$14,862,000.00	815.67	\$ 18,238.50
Bonds.	30,099,670.07	30,099,670.07	815.67	37,264.13
Equipment trust obligations.	1,234,539.31	1,234,539.31	815.67	1,500.00
Total.	\$46,196,169.38	\$46,196,169.38	815.67	\$ 56,912.63

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (THUCKAGE RIGHTS EXCLUDED)  
THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	Miles.	Amount.
Chicago, St. Paul & Kansas City Railway	\$ 14,862,000	\$ 22,615,209.28	\$ 227,313.07	\$ 37,694,522.35	828.67	\$ 57,653.42
Total	\$ 14,862,000	\$ 22,615,209.28	\$ 227,313.07	\$ 37,694,522.35	828.67	\$ 57,653.42

This statement is made in accordance with the understanding of instructions which are not clear.

EXPLANATORY REMARKS.

We are unable to give cost of "rails" and "ties" separately, as the construction accounts of the company were not kept separate, but these items are consolidated in one account, "new track," which also include the cost of laying, etc.  
Engineering expense incurred on line from St. Joseph, Mo., to Kansas City, during year ending June 30, 1891, charged to Leavenworth & St. Joseph Railroad, during year ending June 30, 1891, creating credit to the account for year.



ITEM.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Included in operating expenses.	Charged to income account for permanent improvements.	Charged to construction or equipment.			
<b>CONSTRUCTION—</b>						
Right of way.....				\$ 11,510.16	\$ 821,086.38	1,030.76
Other real estate.....					66,774.40	81.86
Fences.....				807.51	305,694.55	373.84
Grading and bridge and culvert masonry.....				218,021.00	1,100,431.34	1,470.48
Bridges and trestles.....				31,157.77	430,062.36	563.34
Rails and ties—new track.....					3,150,577.25	3,892.50
Other superstructure.....					212,100.89	263.14
Buildings, furniture and fixtures.....				44,970.39	518,015.25	650.95
Shop machinery and tools.....					40,819.61	50.05
Engineering expenses.....				2,301.67	293,835.21	367.44
Interest during construction.....					329,085.50	403.46
Discount on securities sold for construction and added by exchange of securities and deficit income balance, June 30, 1890.....					2,642,844.04	3,423.20
Telegraph line.....				310,862.15	70,123.10	87.00
Slidings and yard extensions.....				50,257.67	273,240.53	340.59
Terminal facilities and elevators.....				55,540.88	9,102,404.77	11,455.72
Road built by contract.....					23,134,056.45	28,593.14
Purchase of constructed road.....					6,313,191.52	7,776.62
Other items.....				33,340.49	450,211.53	562.84
<b>Total construction.....</b>				\$ 755,093.01	\$ 42,143,789.37	\$ 42,897,882.08
<b>EQUIPMENT—</b>						
Locomotives.....					630,953.10	773.52
Passenger cars.....					246,544.70	302.26
Sleeping, parlor and dining cars.....					33,242.43	40.75
Baggage, express and postal cars.....					38,800.00	47.57
Combination cars.....					22,650.00	27.77
Freight cars.....					1,016,501.89	1,246.33
Other cars of all classes.....					28,240.80	34.93
<b>Total equipment.....</b>				\$ 2,017,092.02	\$ 2,017,092.02	\$ 2,472.83
<b>Grand total cost construction, equipment, etc.....</b>				\$ 755,093.01	\$ 44,160,782.39	\$ 44,915,885.90
<b>Grand total cost construction, equipment, etc., State of Iowa.....</b>				\$ 430,856.07	\$ 25,198,148.42	\$ 25,629,004.40
						\$ 55,055.22

## INCOME ACCOUNT.

Gross earnings from operation.....	\$4,290,350.26
Less operating expenses.....	3,458,250.78
<b>Income from operation.....</b>	<b>\$ 832,098.48</b>
<b>Total income.....</b>	<b>\$ 832,098.48</b>
<b>DEDUCTIONS FROM INCOME--</b>	
Interest on funded debt accrued.....	\$ 187,875.47
Rents.....	16,279.14
Taxes.....	93,000.00
<b>Total deductions from income.....</b>	<b>\$ 297,154.61</b>
<b>Net income.....</b>	<b>\$ 534,943.87</b>
Surplus from operations of year ending June 30, 1891.....	\$ 534,943.87
Surplus on June 30, 1890.....	608,951.81
<b>Surplus on June 30, 1891.....</b>	<b>\$1,143,895.68</b>

## EARNINGS FROM OPERATION—STATE OF IOWA.

<b>PASSENGER--</b>	
Passenger revenue.....	\$ 460,058.86
<b>Total passenger revenue.....</b>	<b>\$ 460,058.86</b>
Mail.....	34,125.52
Express.....	34,473.00
Extra baggage and storage.....	6,020.39
Other items.....	1,937.40
<b>Total passenger earnings.....</b>	<b>\$ 536,610.07</b>
<b>FREIGHT--</b>	
Freight revenue.....	\$1,373,723.14
<b>Total freight revenue.....</b>	<b>\$1,373,723.14</b>
<b>Total freight earnings.....</b>	<b>\$1,373,723.14</b>
<b>Total passenger and freight earnings.....</b>	<b>\$1,910,330.21</b>
<b>OTHER EARNINGS FROM OPERATION--</b>	
Rents not otherwise provided for.....	150.00
Other sources.....	20,159.34
<b>Total other earnings.....</b>	<b>\$ 20,318.34</b>
<b>Total gross earnings from operation, Iowa.....</b>	<b>\$1,930,637.55</b>
<b>Total gross earnings from operation, entire line.....</b>	<b>\$4,290,350.26</b>

## STOCKS OWNED.

NAME.	Total par value	Rate.	Income or dividend received.	Valuation.
Minnesota Transfer Railway.....	\$ 7,000.00			\$ 7,000.00
Interstate Investment Trust, Limited.....	87,300.00			87,300.00
<b>Total.....</b>	<b>94,300.00</b>			<b>94,300.00</b>



## BONDS OWNED.

NAME.	Total par value.	Rate.	Valuation.
Chicago, St. Paul & Kansas City Railway—			
First mortgage 4 per cent bonds .....	\$5,214,000.00	4	\$5,214,000.00
First mortgage bonds .....	80,000.00	5	80,000.00
Total .....	\$5,294,000.00		\$5,294,000.00

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY USING PROPERTY LEASED.	ITEM.	TOTAL.
YARDS .....	East Minneapolis, Minn.	Northern Pacific R. R. ....	\$ 179.28	
Total .....				\$ 179.28
TERMINALS .....	Lyle, Minn.	Illinois Central R. R. ....	\$ 1,052.64	
Total .....				\$ 1,052.64
Grand total rents received .....				\$ 1,231.92

## OPERATING EXPENSES.

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>			
Repairs of roadway .....	\$ 107,192.43	\$ 215,757.40	\$ 322,949.83
Renewals of rails .....	4,130.79	7,517.04	11,647.83
Renewals of ties .....	5,545.99	12,869.49	18,415.48
Repairs of bridges and culverts .....	17,589.68	35,735.74	53,325.42
Repairs of fences, road-crossings, signs, and cattle guards .....	2,706.05	5,496.80	8,202.85
Repairs of buildings .....	8,057.85	19,911.43	27,969.29
Repairs of telegraph .....	1,427.69	2,612.04	4,039.73
Other expenses .....	1,128.91	7,634.62	8,763.53
Total .....	\$ 147,779.40	\$ 307,554.56	\$ 455,333.96
<b>MAINTENANCE OF EQUIPMENT:</b>			
Repairs and renewals of locomotives .....	\$ 43,196.57	\$ 120,145.17	\$ 163,341.74
Repairs and renewals of passenger cars .....	39,781.76		39,781.76
Repairs and renewals of freight cars .....		143,058.90	143,058.90
Shop machinery, tools, etc .....	2,224.37	3,982.02	6,206.39
Other expenses .....	3,851.42	7,149.61	11,001.03
Total .....	\$ 80,054.12	\$ 273,236.69	\$ 353,290.81

## OPERATING EXPENSES—CONTINUED.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>CONDUCTING TRANSPORTATION:</b>			
Wages of engineers, firemen and round-housemen .....	\$ 100,480.10	\$ 238,639.11	\$ 339,119.21
Fuel for locomotives .....	102,664.47	307,068.64	409,733.11
Water-supply for locomotives .....	6,338.64	14,293.53	20,632.19
All other supplies for locomotives .....	5,917.10	12,490.80	18,407.90
Wages of other trainmen .....	49,221.03	191,583.05	240,804.08
All other train supplies .....	38,856.70	11,911.37	50,768.07
Wages of switchmen, flagmen, and watchmen .....	10,452.10	67,902.26	78,354.36
Expense of telegraph, including train dispatchers and operators .....	26,306.51	51,756.10	78,062.61
Wages of station agents, clerks, and laborers .....	46,041.90	220,228.76	266,270.66
Station supplies .....	8,313.07	8,065.17	16,378.24
Switching charges—balance .....	17,335.53	139,909.43	157,244.96
Car mileage—balance .....	7,700.05	21,194.42	28,894.47
Loss and damage .....	2,612.67	25,738.61	28,351.28
Injuries to persons .....	6,238.08	30,794.68	37,032.76
Other expenses .....	5,134.31	28,555.96	33,690.27
Total .....	\$ 428,634.19	\$ 1,378,819.91	\$ 1,807,454.10
<b>GENERAL EXPENSES:</b>			
Salaries of officers .....	\$ 16,171.61	\$ 42,330.83	\$ 58,502.44
Salaries of clerks .....	26,431.74	67,338.90	93,770.64
General office expenses and supplies .....	7,817.43	26,891.32	34,708.75
Agencies, including salaries and rent .....	71,493.99	95,536.11	167,030.10
Advertising .....	53,530.67		53,530.67
Commissions .....	24,785.04		24,785.04
Insurance .....	2,088.00	9,112.00	11,200.00
Expense of traffic associations .....	1,915.04	13,303.70	15,218.74
Expense of stock yards and elevators .....		9,511.96	9,511.96
Rents for tracks, yards and terminals .....	76,448.32	172,966.26	249,414.58
Legal expenses .....	5,390.79	14,166.65	19,557.44
Stationery and printing .....	12,120.06	31,190.31	43,310.37
Other general expenses .....	14,812.70	26,774.59	41,587.29
Total .....	\$ 329,217.18	\$ 501,975.03	\$ 831,192.21
<b>RECAPITULATION OF EXPENSES:</b>			
Maintenance of way and structures .....	\$ 147,779.40	\$ 307,554.56	\$ 455,333.96
Maintenance of equipment .....	80,054.12	273,236.69	353,290.81
Conducting transportation .....	428,634.19	1,378,819.91	1,807,454.10
General expenses .....	329,217.18	501,975.03	831,192.21
Grand total .....	\$ 985,685.89	\$ 1,461,586.25	\$ 2,447,272.14
Percentage of expenses to earnings—entire line .....			80.61
Percentage of passenger expenses to passenger earnings .....	83.98		
Percentage of freight expenses to freight earnings .....		80.95	
<b>OPERATING EXPENSES—STATE OF IOWA—</b>			
Maintenance of way and structures .....	\$ 60,539.47	\$ 165,577.57	\$ 226,117.04
Maintenance of equipment .....	35,060.23	131,072.73	166,132.96
Conducting transportation .....	165,720.81	534,983.37	699,804.18
General expenses .....	122,535.97	146,904.47	269,440.44
Total .....	\$ 383,856.48	\$ 981,538.14	\$ 1,365,394.62
Percentage of expenses to earnings—Iowa .....			71.18



## RENTALS PAID.

## RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Iowa Central Railway, from Manly Junction, Iowa, to Mason City, Iowa, 9.10 miles from July 1st, 1890, to December 31st, 1890.....	\$.....	\$.....	\$ 3,737.49	\$ 3,737.49
Leavenworth & St. Joseph Railroad, from Bee Creek, Mo., to Beverly, Mo., 23 miles, from February 1st, 1891, to June 3d, 1891.....	\$.....	\$.....	12,541.65	12,541.65
Total rents.....	\$.....	\$.....	\$.....	\$ 16,279.14

## RENTS PAID FOR LEASE OF OTHER PROPERTY.

DESIGNATION AND SITUATION OF PROPERTY LEASED.	NAME OF COMPANY OWNING PROPERTY LEASED.	ITEM.	TOTAL.
<b>TRACKS—</b>			
Dubuque, Iowa, to East Dubuque, Ill.....	Dubuque & Dunleith Bridge Co.....	\$ 30,000.00	
East Dubuque to Portage Curve Ill.....	Illinois Central Railroad.....	21,206.53	
Minneapolis to St. Paul, Minn.....	Great Northern Railway.....	25,000.10	
Portage Curve to Alken, Ill.....	Chicago, Burlington & Northern R. R.....	3,147.84	
Lyle, Minn., to state Line, Ia.....	Chicago, Milwaukee & St. Paul R'y.....	50.00	
Minnesota Transfer, Minn.....	Minnesota Transfer Railway.....	4,856.40	
Minneapolis to St. Paul.....	St. Paul & Northern Pacific R. R.....	18,449.73	
St. Joseph to Bee Creek, Mo.....	Atchison, Topeka & Santa Fe.....	2,083.35	
Beverly, Mo., to Leavenworth, Kas.....	Chicago, Rock Island & Pacific R. R.....	833.30	
Across Missouri river, Leavenworth Kan.....	Leavenworth Bridge Company.....	6,250.00	
Leavenworth to Kansas City.....	K. C., W. & N. W. R. R.....	10,415.65	
Total.....			\$ 122,293.00
<b>YARDS—</b>			
Des Moines, Iowa.....	Des Moines & Kansas City R'y.....	\$ 580.65	
St. Joseph, Mo.....	St. Joseph Terminal Company.....	1,145.80	
St. Joseph, Mo.....	Kansas City, St. Joseph & C. Bluffs.....	4,375.00	
Leavenworth, Kan.....	Leavenworth Union Depot Company.....	2,000.00	
Leavenworth, Kan.....	Union Pacific Railway.....	3,250.00	
Total.....			\$ 11,351.45
<b>TERMINALS—</b>			
Chicago, Ill.....	Chicago & Northern Pacific R. R.....	\$ 101,516.59	
Des Moines, Iowa.....	Des Moines Union Railway.....	7,313.14	
Leavenworth, Kan.....	Leavenworth Terminal Company.....	937.50	
Total.....			\$ 109,767.23
Grand total rents.....			\$ 243,412.58

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 42,144,780.97	\$ 42,898,882.08	\$ 755,003.61	
Cost of equipment.....	2,017,002.91	2,017,002.92		
Leased equipment.....		1,524,539.31	1,524,539.31	
Stocks of other companies owned.....	57,000.00	94,300.00	37,300.00	
Chicago, St. Paul & Kansas City Railway bonds owned by the company.....		5,204,000.00	5,204,000.00	
Funded interest on first mortgage bonds.....	941,050.00	1,882,100.00	941,050.00	
Funded interest on general mortgage 4 per cent bonds, 2½ years interest.....	442,294.25	438,365.22		3,899.01
Expense of funding coupons.....	54,898.24	82,323.72	27,825.48	
Cash and current assets.....	641,333.33	440,707.60		194,925.94
<b>OTHER ASSETS—</b>				
Materials and supplies.....	119,917.18	97,809.60	22,017.40	22,017.40
Grand total.....	\$ 46,417,256.00	\$ 54,776,521.43	\$ 8,579,807.80	\$ 220,642.40

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 14,802,000.00	\$ 14,802,000.00		
Funded debt outstanding.....	30,108,750.00	32,515,209.38	2,406,459.38	
Funded debt owned by company.....		5,204,000.00	5,204,000.00	
Current liabilities.....	804,731.28	927,315.37	122,582.09	
Accrued interest on funded debt not yet payable, due Sept. 1, 1891.....	1,020.00	3,200.00	1,280.00	
Profit and loss.....	608,954.81	1,143,898.68	534,943.87	
Grand total.....	\$ 46,417,256.00	\$ 54,776,521.43	\$ 8,359,265.34	\$.....

## IMPORTANT CHANGES DURING THE YEAR—STATE OF IOWA.

Extensive ballasting, grading, widening banks and cuts.

The lease of Iowa Central Railway tracks from Manly Junction to Mason City, Iowa, a distance of 9.10 miles, was terminated December 31, 1890, making average of these tracks operated during the year 4.55 miles.

There have been issued during year, but remaining unsold and held by the company, first mortgage 5 per cent bonds, Chicago, St. Paul & Kansas City Railway, on additional cost of terminals in cities, \$80,000.00.

General mortgage 4 per cent bonds, reported as outstanding in last annual report..... \$ 4,820,000.00  
 Reduced during year and bonds returned to company..... 43,000.00  
 This reduction on account of the non-exchange of \$24,000.00 three year notes for which these bonds were issued on basis explained in last year's report.

Outstanding June 30, 1891..... \$ 4,786,000.00  
 There have been issued during year, but unsold and held by the company..... 5,214,000.00  
 Total general mortgage bonds issued to June 30, 1891..... \$ 10,000,000.00

Five per cent sterling priority loan certificates issued at date of last report..... 941,050.00  
 Issued during year to fund coupons maturing on first mortgage bonds..... 941,050.00

Total issued to June 30, 1891..... \$ 1,882,100.00



## REPORT OF RAILROAD COMMISSIONERS.

Collateral notes outstanding at date of last report .....	\$ 440,000.00
Reduced by payment during year .....	40,129.53
Balance .....	\$ 399,870.07
Of which was paid in July, 1891 .....	150,870.07
And the balance has been extended to January 1, 1892, at 8 per cent .....	\$ 240,000.00
Three year notes (due March 1, 1891) outstanding at date of last report .....	\$ 96,000.00
Amount yet outstanding that was reported last year as exchanged for general mortgage bonds .....	\$ 24,000.00
Making total outstanding June 30, 1891, which have been extended to September 1, 1891, at 8 per cent .....	\$ 120,000.00
The accrued interest was—	
Funded .....	\$ 941,000.00
Charged income .....	62,275.60
	\$ 1,003,275.60

## ADDITIONAL INFORMATION.

Stock of Interstate Investment Trust, Limited, amounting to \$873,000.00, par value, has been purchased during the year, on which has been paid an assessment of 10 per cent, or \$87,300.00.

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## EXPRESS COMPANIES.

The United States Express Company receives and delivers goods at express cars and pays a fixed annual sum per mile of road for the use of the railway company's express cars and the hauling of same in passenger trains, but the annual sum paid shall in no case be less than 40 per cent of the gross earnings of the express company on the line of the Chicago, St. Paul & Kansas City Railway.

## MAILS.

The United States government pays on basis of amount and character of service.

## SLEEPING, PARLOR OR DINING CAR COMPANIES.

This company operates and owns its dining cars. The Mann Boudoir Sleeping Car Company operated by the Pullman Company, furnishes the necessary number of sleeping cars, and are paid on basis of mileage run by cars. The sleeping car company receives the revenue derived from sale of berths, and pays extra attendants in charge of cars.

## FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

Through billing arrangements with all connecting lines, dividing revenue on various fixed percentages.

## OTHER RAILROAD COMPANIES.

With Des Moines Union Railway for which the company pays its proportion on wheelage basis of 5 per cent per annum on the cost of the property.

## OTHER RAILROAD COMPANIES.

With Des Moines & Kansas City Railway for use of forty-four miles of track in city of Des Moines, Iowa, for which this company pays a rental of \$1,200.00 per annum.

## TELEGRAPH COMPANIES.

The Postal Telegraph Cable Company operates the telegraph lines, and by contract furnishes the necessary wires and facilities to the railroad company for the transaction of its business on the lines of the road. Operators at railway stations are paid by railway company, and perform service for the telegraph company. Operators at city or outside offices are paid by telegraph company. Material for maintenance is supplied by telegraph company, and labor for maintenance is furnished by railway company. The telegraph company receives the revenue derived from commercial business.

## OTHER CONTRACTS.

With Dubuque & Dunleith Bridge Company. For use of bridge crossing the Mississippi river at Dubuque, Iowa, for which this company pays a fixed annual sum.

Railway Equipment Company of Minnesota. For equipment leased by the railway company on which it agrees to pay five per cent of its cost on the 1st day of each June, for nine years, commencing June 1st, 1892, and the balance on the 1st day of June, 1901, and agrees to pay as rental in monthly payments seven per cent per annum from June 1st, 1891, on the unpaid cost. All these sums are represented by loan warrants, and when all are paid the equipment becomes the property of the railway company.

## EMPLOYEES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total No. of days worked.	Total yearly compensation.	Average daily compensation.
General officers*	2	736	\$ 3,000.00	\$ 4.93
General office clerks*	4 1/2	1,642	2,818.00	1.72
Station agents*	74 1/2	27,010	43,694.00	1.62
Other station men*	39 1/2	14,000	18,167.30	1.24
Engineers	57	20,805	76,140.70	3.96
Firemen	57	20,805	44,132.30	2.12
Conductors	40 1/2	14,000	44,750.94	3.07
Other trainmen	86 1/2	31,250	50,796.00	1.90
Machinists	16 1/2	5,008	14,188.70	2.83
Carpenters	32	10,010	24,074.00	2.40
Other shopmen	58	18,154	40,432.20	2.23
Section foremen	7 1/2	26,645	39,663.50	1.49
Other trackmen	212 1/2	66,250	77,290.00	1.16
Switchmen, flagmen, and watchmen	20 1/2	6,790	15,505.30	2.29
Telegraph operators and dispatchers	54 1/2	20,075	30,646.30	1.83
All other employees and laborers	109 1/2	37,290	63,734.14	1.71
Total (including general officers)—Iowa	936 1/2	321,906	\$ 601,602.68	\$ 1.88
Less general officers	2	736	3,000.00	4.93
Total (excluding general officers)—Iowa	934 1/2	321,170	\$ 601,602.68	\$ 1.87
DISTRIBUTION OF ABOVE—				
General administration	12	4,780	\$ 12,936.24	\$ 2.65
Maintenance of way and structures	305 1/2	124,074	163,350.26	1.33
Maintenance of equipment	116	38,308	77,015.00	2.12
Conducting transportation	443	157,144	340,300.00	2.22
Total (including general officers)—Iowa	936 1/2	321,906	\$ 601,602.68	\$ 1.88
Less general officers	2	736	3,000.00	4.93
Total (excluding general officers)—Iowa	934 1/2	321,170	\$ 601,602.68	\$ 1.86
Total (including general officers)—entire line	2,516	864,467	\$ 1,734,124.80	\$ 2.01

\* Paid by month and 365 days used for working year.

## EXPLANATORY REMARKS.

The "days worked" are actual on basis of 100 miles per day.  
The "number" is arrived at by dividing by 365 days.



## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Amount of mortgage per mile of line.	Amount of mortgage.	What equipment mortgaged.	What securities mortgaged.
	FROM—	TO—	MILES.			
First mortgage 5 per cent gold bonds: Minnesota & Northwestern..... Minnesota & Northwestern..... Minnesota & Northwestern.....	St. Paul, Minnesota..... Mayfield, Minn..... Aiken, Illinois..... Sumner, Iowa.....	Manly Junction, Iowa..... Dubuque, Iowa..... Forest Home, Illinois..... Hampton, Iowa.....	120.40 171.02 146.75 63.90	\$ 8,102,000.00 35,300.00 600,788.58 500,398.44 200,847.90		
Minnesota & Northwestern..... Minnesota & Northwestern..... Minnesota & Northwestern.....	Total..... Double track between St. Paul and So. St. Paul Terminals at St. Paul, Minnesota..... Terminals at Minneapolis, Minnesota..... Draw bridge at St. Paul, Minnesota.....		510.15 4.40			
First mortgage 5 per cent gold bonds: Chicago, St. Paul & Kansas City R'y..... Chicago, St. Paul & Kansas City R'y..... Chicago, St. Paul & Kansas City R'y..... Chicago, St. Paul & Kansas City R'y..... Chicago, St. Paul & Kansas City R'y..... Chicago, St. Paul & Kansas City R'y.....	Total M. & N. E. R. first mortgage..... Oelwein, Iowa..... Cedar Falls, Iowa..... Valaria, Iowa..... Extension of line in Hampton, Iowa..... Eden, Minnesota.....	St. Joseph, Missouri..... Wilson Junction, Iowa..... Coal mines, Iowa..... Hampton, Iowa..... Wasioja, Minnesota.....	289.90 7.48 3.29 .90 4.00	\$9,675,000.00	All equipment owned.	
Chicago, St. Paul & Kansas City R'y..... Chicago, St. Paul & Kansas City R'y..... Chicago, St. Paul & Kansas City R'y..... Chicago, St. Paul & Kansas City R'y..... Chicago, St. Paul & Kansas City R'y..... Chicago, St. Paul & Kansas City R'y.....	Total..... Terminals at St. Paul, Minnesota..... Terminals at Marquette, Iowa..... Terminals at Kansas City, Kansas..... Terminals at St. Joseph, Missouri..... Terminals at Des Moines, Iowa..... Terminals at Waterloo, Iowa..... Equipment (all that is owned).....		305.54	\$30,000.00		
Chicago, St. Paul & Kansas City R'y, general mortgage 4 per cent bonds..... Chicago, St. Paul & Kansas City R'y, income bonds..... Rolling stock lease warrants..... Three-year notes..... Collateral notes..... Five per cent sterling priority loan.....	Total C. St. P. & K. C. first mortgage..... General mortgage on whole line, terminals and equipment owned..... Lien on earnings. Non-cumulative..... Covering leased equipment described on page 21..... General mortgage bonds deposited as collateral security..... General mortgage bonds deposited as collateral security..... Secured by detached maturing coupons covered by this loan, the coupons becoming lien prior to the principal and interest, and their rights preserved.....		\$9,273,000.00 4,756,000.00 4,981,700.00 1,524,539.31 120,000.00 329,570.07 1,882,100.00			

## CHICAGO, ST. PAUL &amp; KANSAS CITY RAILWAY COMPANY. 273

## PASSENGER, FREIGHT AND TRAIN MILEAGE--STATE OF IOWA.

## PASSENGER TRAFFIC—

Number of passengers carried earning revenue.....	347,076
Number of passengers carried one mile.....	20,632,530
Average distance carried, miles.....	57.72
Total passenger revenue.....	\$ 460,058.86
Average amount received from each passenger.....	1.32.562
Average receipts per passenger per mile.....	.02.297
Estimated cost of carrying each passenger one mile.....	.01.962
Total passenger earnings.....	536,616.07
Passenger earnings per mile of road operated (miles 472.47).....	1.135.71
Passenger earnings per train mile (miles 532,530).....	.97.115

## FREIGHT TRAFFIC—

Number of tons carried of freight earning revenue.....	1,080,845
Number of tons carried one mile.....	185,716,520
Average distance haul of one ton.....	171.8
Total freight revenue.....	1,373,723.14
Average amount received for each ton of freight.....	1.27.097
Average receipts per ton per mile.....	.00.740
Estimated cost of carrying one ton one mile.....	.00.528
Total freight earnings.....	1,373,723.14
Freight earnings per mile of road, (miles 472.47).....	2,907.50
Freight earnings per train mile, (miles 1,323,062).....	1.01.829

## PASSENGER AND FREIGHT—

Passenger and freight revenue.....	1,833,782.00
Passenger and freight revenue per mile of road (miles 472.47).....	3,881.27
Passenger and freight earnings.....	1,910,330.21
Passenger and freight earnings per mile of road (miles 472.47).....	4,043.30
Gross earnings from operation.....	1,930,657.55
Gross earnings from operation per mile of road (miles 472.47).....	1,374,320.62
Expenses (miles 472.47).....	1,374,320.62
Expenses per mile of road.....	2,908.80

## TRAIN MILEAGE—

Miles run by passenger trains.....	508,056
Miles run by freight trains.....	1,189,549
Miles run by mixed trains (passenger, 44,504; freight, 133,514).....	178,018
Total mileage trains earning revenue.....	1,875,622
Miles run by switching trains.....	174,812
Miles run by construction and other trains.....	46,618

Grand total train mileage.....	2,097,052
Mileage of loaded freight cars—north or east.....	8,850,507
Mileage of loaded freight cars—south or west.....	9,721,422
Mileage of empty freight cars—north or east.....	2,631,508
Mileage of empty freight cars—south or west.....	1,094,101
Average number of freight cars in train.....	17.31
Average number of loaded cars in train.....	14.94
Average number of empty cars in train.....	3.27
Average number of tons of freight in train.....	140.37
Average number of tons of freight in each loaded car.....	10.00

Mileage of switching trains is computed on basis of six miles per hour for each train or engine in use.

In computing earnings and expenses per mile of road, opposite the average mileage operated during year (886.90 miles) is used.

The estimated cost of carrying passengers one mile, 62.213 is arrived at as instructed by the Commission, by dividing entire passenger expenses by number of miles carried passengers.

A more accurate estimate is arrived at by dividing the passenger train expenses to cars for carrying passengers and baggage 5,188,959 miles, 85.26 per cent of \$604,674.89, or \$848,659.81, other cars, 897,250 miles, 14.74 per cent of \$604,674.89, or \$146,615.08.



This estimate of the cost of running cars for carrying passengers and their baggage, \$848,059.81, divided by the number of miles passengers were carried gives an expense per mile of .91.775.

## PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

<b>PASSENGER TRAFFIC:</b>			
Number of passengers carried earning revenue	1,189,713		
Number of passengers carried one mile	42,970,824		
Average distance carried	36.12		
Total passenger revenue		\$	945,810.06
Average amount received from each passenger			.79.499
Average receipts per passenger per mile			.02.201
Estimated cost of carrying each passenger one mile			.02.213
Total passenger earnings	1,184,400.02		
Passenger earnings per mile of road (886.90 miles)	1,335.44		
Passenger earnings per train mile (1,344,110 miles)	.88.118		
<b>FREIGHT TRAFFIC:</b>			
Number of tons carried of freight earning revenue	1,388,638		
Number of tons carried one mile	391,436,813		
Average distance haul of one ton	281.9		
Total freight revenue			3,077,738.38
Average amount received for each ton of freight			2.21.637
Average receipts per ton per mile			.00.786
Estimated cost of carrying one ton one mile			.00.629
Total freight earnings	3,077,73.838		
Freight earnings per mile of road (886.90 miles)	3,470.22		
Freight earnings per train mile (2,620.24 miles)	1.17.460		
<b>PASSENGER AND FREIGHT:</b>			
Passenger and freight revenue	4,023,549.34		
Passenger and freight revenue per mile of road (886.90 miles)	4,536.64		
Passenger and freight earnings	4,262,138.40		
Passenger and freight earnings per mile of road (886.90 miles)	4,805.66		
Gross earnings from operation	4,290,359.26		
Gross earnings from operation per mile of road (886.90 miles)	4,837.48		
Expenses	3,458,260.78		
Expenses per mile of road	3,899.27		
<b>TRAIN MILEAGE:</b>			
Miles run by passenger trains	1,280,721		
Miles run by freight trains	2,475,977		
Miles run by mixed trains (passenger 63,380, freight 144,264)	207,653		
Total mileage trains earning revenue	3,964,351		
Miles run by switching trains	501,309		
Miles run by construction and other trains	87,940		
Grand total train mileage	4,553,600		
Mileage of loaded freight cars—north or east	19,351,502		
Mileage of loaded freight cars—south or west	19,219,306		
Mileage of empty freight cars—north or east	4,852,334		
Mileage of empty freight cars—south or west	4,970,170		
Average number of freight cars in train	18.47		
Average number of loaded cars in train	14.72		
Average number of empty cars in train	3.75		
Average number of tons of freight in train	149.30		
Average number of tons of freight in each loaded car	10.15		

## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

## COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF AGRICULTURE—				
Grain	100,080	54,100	225,240	20.65
Flour	54,530	1,686	56,216	5.20
Other mill products	23,798	296	24,094	2.23
Hay	3,927	170	4,103	.38
Tobacco	35	18	53	.01
Fruit and vegetables	15,370	7,555	22,928	2.12
Flax and other seeds	22,921	10,555	33,476	3.10
PRODUCTS OF ANIMALS—				
Live stock	122,182	14,784	136,966	12.67
Dressed meats	673	618	1,291	.12
Other packing-house products	8,930	2,450	11,388	10.5
Poultry, game and fish	946	1,036	2,082	.19
Wool	589	1	590	.05
Hides and leather	7,680	1,051	8,732	.81
Butter, eggs and cheese	5,724	275	6,009	.56
PRODUCTS OF MINES—				
Anthracite coal	14,820	7,079	21,906	2.03
Bituminous coal	40,912	36,708	77,620	7.18
Coke	3,413		3,413	.32
Ores	1,653	12,385	13,838	1.28
Stone, sand and other like articles	9,485	2,394	11,869	1.08
Salt	16,227	2,305	18,532	1.72
PRODUCTS OF FOREST—				
Lumber	94,348	51,577	145,925	13.50
Other articles	9,532	1,639	10,952	10.1
MANUFACTURES—				
Petroleum and other oils	21,871	547	22,418	2.08
Sugar	21,928	1,800	23,728	2.19
Iron, pig and bloom	774	1,976	2,750	.25
Iron and steel rails	7,805	528	8,333	.77
Other castings and machinery	13,320	1,494	14,814	1.37
Bar and sheet metal	8,322	626	8,948	.84
Cement, brick and lime	6,523	2,865	9,388	.86
Agricultural implements	3,354	1,100	4,454	.42
Wagons, carriages, tools, etc.	3,015	1,638	4,653	.43
Wines, liquors, and beers	3,121	2,508	5,629	.52
Household goods and furniture	4,785	779	5,564	.52
PRODUCTS OF THE WEATHER—				
Ice	6,375	3,804	10,200	.95
MERCHANDISE				
	71,192	3,574	74,766	6.92
MISCELLANEOUS—				
Other commodities not mentioned above	42,981	8,366	51,347	4.75
Total tonnage—Iowa	841,360	238,879	1,080,239	100.00
Total tonnage—entire line	1,096,737	291,911	1,388,638	100.00

The total number of cars owned is same this year as last, but changes were made during year showing following increases and decreases.

Other cars in passenger service have decreased	12
* Flat cars have increased	12
* Racks and seats removed from 12 excursion cars, and cars returned to freight service as flat cars.	
Number of combination cars shown last year (included 4 milk cars)	11
Number of combination cars shown this year (not including 4 milk cars)	7
Number of baggage, mail and express cars last year (including 4 milk cars)	11
Number baggage, mail and express cars this year (includes 15 milk cars)	15
	22 22



## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES—						
Passenger.....	26	26	36	Westinghouse..		
Freight.....	51	51	51	Westinghouse..		
Switching.....	5	5	5	Westinghouse..		
Leased.....	40	40	40	Westinghouse..		
Total locomotives.....	6	122	122	Westinghouse..		
CARS IN PASSENGER SERVICE—						
First-class passenger cars.....	10	10	10	Westinghouse..	10	Miller.
Second-class passenger cars.....	19	19	19	Westinghouse..	19	Miller.
Combination passenger cars.....	7	7	7	Westinghouse..	7	Miller.
Emigrant cars.....	3	3	3	Westinghouse..	3	Miller.
Dining cars.....						
Parlor cars.....						
Sleeping cars.....	15	15	15	Westinghouse..	15	Miller.
Baggage, express and postal cars.....				Westinghouse..		
Other cars in passenger service.....						
Total.....	54	54	54	Westinghouse..	54	Miller.
CARS IN FREIGHT SERVICE—						
Box cars.....	1,532					
Flat cars.....	360					
Stock cars.....	440					
Coal cars.....	234					
Refrigerator cars.....	10					
Other cars.....	5					
Total.....	12	2,560				
CARS IN COMPANY'S SERVICE—						
Derrick cars.....	3					
Boose cars.....	72					
Other road cars.....	24		3	Westinghouse..	3	Miller.
Total.....	109		3	Westinghouse..	3	Miller.
CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE.....						
Total cars owned.....	12	2,762	57	Westinghouse..	57	Miller.
CARS LEASED—						
Coaches.....	16			Westinghouse..		Miller.
Baggage, mail and express.....	7			Westinghouse..		Miller.
Box cars.....	2,000			Westinghouse..		Miller.
Furniture.....	40			Westinghouse..		Miller.
Total cars leased.....	868	2,063	63	Westinghouse..	23	Miller.
Grand total cars.....	880	4,825	80	Westinghouse..	80	Miller.

## MILEAGE.

## MILEAGE OF ROAD OPERATED IN IOWA.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of property, etc., under lease.	Line operated under track-tract, etc.	Line operated under track-tract, etc.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.						Iron.	Steel.
Miles of single track.....	680.84	125.83	21.00			927.67		6.55	832.12
Miles of second track.....	4.40					4.40			4.40
Miles of third track.....									
Miles of fourth track.....	119.49	11.40	3.46			139.35		20.56	113.79
Miles of yard track and sidings.....	813.73	127.23	26.46			1,066.97		27.11	959.86
Total mileage operated (all tracks).....									

## MILEAGE OF LINE BY STATES AND TERRITORIES.

## I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line of property, etc., under lease.	Line operated under track-tract, etc.	Line operated under track-tract, etc.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.						Iron.	Steel.
Minnesota.....	110.65	31.40				142.05	10.56	4.00	136.05
Iowa.....	371.00	94.43				465.43	3.12	2.55	462.88
Illinois.....	146.73					146.73	25.43		146.73
Missouri.....	61.46		23.00			84.46	11.19		84.37
Kansas.....							33.48		
Total mileage operated (single track).....	680.84	125.83	21.00			838.67	83.79	6.55	832.12

## II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line of property, etc., under lease.	Line operated under track-tract, etc.	Line operated under track-tract, etc.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.						Iron.	Steel.
Minnesota.....	110.65	31.40				142.05		4.00	138.05
Iowa.....	371.00	94.43				465.43		2.55	462.88
Illinois.....	146.73					146.73			146.73
Missouri.....	61.46					61.46			61.46
Total mileage owned (single track).....	680.84	125.83				815.67		6.55	809.12



## REPORT OF RAILROAD COMMISSIONERS.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Tons of coal—bituminous.	Cords of wood—hard.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger.....	23,458.480	495%	23,780.065	551,975	86.20
Freight.....	78,151.640	1,181%	78,939.140	1,362,542	115.87
Switching.....	6,450.920	163%	6,560.086	174,836	65.04
Construction.....	2,413.885	28%	2,432.893	46,618	104.37
Total.....	110,474.925	1,869%	111,721.094	2,135,971	104.61
Average cost at distributing point.....	1.70.2	2.52.3			

## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	2	55		3			2	58
Falling from trains and engines.....	1	29			1		1	31
Overhead obstructions.....		11						11
Collisions.....		3						3
Derailments.....		1						1
Other train accidents.....		4						4
At highway crossings.....		6			3	19	3	25
At stations.....								
Other causes.....								
Total.....	3	104	2	23	2	23	5	130

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....		1						1
Derailments.....		4						4
Other train accidents.....		6						6
At highway crossings.....		1			1	2	1	3
At stations.....		1						1
Other causes.....		2						2
Total.....	12	4	5	1	3	5	5	8

One injured by "other train accidents"—brakeman stood in front of engine and was struck. Six trainmen injured by "other causes"—strains by lifting and injuries from falls. Two "other employees" killed by "other causes"—hand-car struck by train. Nineteen "other employees" injured by "other causes" were sectionmen and shopmen injured in the performance of their various duties. Six passengers injured by "other train accidents" by jumping from or attempting to board moving trains. Three trespassers injured by falling from cars while stealing rides. One trespasser killed while asleep on track. One trespasser injured by being struck by hand car. One trespasser injured by falling through bridge. Two trespassers killed. Found dead on track. Cause of death unknown.

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.				ALIGNMENT.				PROFILE.					
FROM—				Miles.				ASCENDING GRADES, DESCENDING GRADES.					
												Aggregate length of curved lines.	
TO—				Aggregate length of ascending grades.									
Dubuque, Iowa.				Length of level line.				Number.					
State Line, Minnesota.	142.88	168	31.88	121.48	128	1,572.6	43.98	198	2,312.5	67.58			
Oelwein, Iowa.	130.33	133	28.63	101.70	104	1,382.0	40.00	175	1,960.0	54.17			
Des Moines, Iowa.	97.70	110	12.30	85.40	88	1,282.0	44.42	17	1,060.0	84.17			
State Line, Missouri.	19.80	10	1.47	18.33	15	219.5	6.86	17	913.0	84.17			
Mainly Junction, Iowa.	63.95	67	15.75	48.20	45	824.0	24.30	45	751.0	10.77			
Hampton, Iowa.	7.48	12	2.67	4.81	6	114.0	2.77	6	117.0	2.65			
Wilson Junction, Iowa.	3.30	12	.53	2.77	4	30.5	.57	5	58.0	1.80			
Coal Mines, Iowa.	465.43	512	104.20	361.23	320	5,792.5	172.93	333	6,280.5	5,187.63			
Total.....													
General southeasterly direction from Minnesota State Line to Dubuque, Iowa, and general southwesterly direction from Oelwein, Iowa, to Missouri State Line.													
BRIDGES, TRESTLES, TUNNELS, ETC.													
ITEM.				Number.				Minimum length in feet and inches.		Maximum length in feet and inches.		Aggregate length in feet	
				21				100		934		3,706	
Bridges—				5				32		954		4,660	
Iron.				26				16		2,000		80,204	
Wooden.				655									
Total.													
TRESTLES													



OVERHEAD HIGHWAY CROSSINGS—	
Bridges.....	15
Farm highway.....	18
Height of lowest above surface of rail, feet.....	20
OVERHEAD RAILWAY CROSSINGS—	
Trestles.....	7
Height of lowest above surface of rail, feet.....	20
GAUGE OF TRACK—	
Four feet, eight and one-half inches; 465.43 miles.	

## TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.  
 Operated and owned by Postal Telegraph Cable Company; miles of line, 442.42; miles of wire, 2,008.03.

## EXPLANATORY REMARKS.

There has been no provision made for the payment of the funded debt, except that it is provided in the mortgage that it shall be paid at maturity in gold coin.  
 Terminals at Chicago, Illinois, Des Moines, Iowa, and Leavenworth, Kansas.  
 Western Freight Association, Southwestern Division.  
 Illinois State Freight Association.  
 St. Paul & Minneapolis Passenger Association.  
 Weighing Association & Inspection Bureau.  
 Western Passenger Association.  
 Chicago Railroad Association.  
 Western Classification Committee.  
 Western Freight Association, Western and Northwestern Division.  
 Joint Rate Inspection Bureau.  
 Inter-state Commerce Association.  
 Chicago Car Service Association.  
 Not a member of a fast freight company.

STATE OF MINNESOTA, } ss.  
COUNTY OF RAMSEY, }

We, the undersigned, John M. Egan, President, and M. C. Healion, General Auditor of the Chicago, St. Paul & Kansas City Railway Company, on our oath do severally say that the foregoing return has been prepared under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

JOHN M. EGAN,  
*President.*  
 M. C. HEALION,  
*General Auditor.*

Subscribed and sworn to before me this 30th day of September, 1891.

W. E. GASSLEE,  
*Notary Public.*

## ANNUAL REPORT

OF THE

CHICAGO, ST. PAUL, MINNEAPOLIS &amp; OMAHA RY CO.,

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

Page 5.	Total number of stockholders in Iowa.
	Two.
Page 7.	Give the names of your attorneys in Iowa.
	J. H. Swan, Sioux City.
	Superintendents for Iowa.
	W. A. Scott, St. Paul, Minn.
	Division Superintendents for Iowa.
	Hugh Spencer.
Page 11.	Total mileage operated in Iowa.
	June 30, 1891, 1,433.50 miles.
Page 13.	Total mileage in Iowa.
Page 17.	1—Amount of stock issued for dividends on earnings.
	2—Amount of stock per mile of road.
	3—Amount of stock representing road in Iowa.
	\$1,573,814.25.
	4—Amount of stock held in Iowa.
	\$10,000.00.
Page 19.	Amount of funded debt representing road in Iowa.
	\$1,306,590.88.
Page 27.	Grand total for Iowa.
	\$3,245,030.24.
Page 31.	Taxes paid in Iowa.
	\$23,825.34.



- Page 45. 1—Operating expenses per mile of road.  
 2—Operating expenses per train mile.  
 \$1.01.  
 3—Proportion of operating expenses and taxes for Iowa.  
 7.66 per cent.  
 4—Percentage of expenses to earnings.  
 Entire line, 66.76; Iowa, 66.56.  
 5—Net earnings per train mile.  
 42 cents.  
 6—Percentage of earnings to stock and debt.  
 Whole line, 3.64; Iowa, 3.46.  
 7—Percentage of earnings to cost of road and equipment.  
 Whole line, 3.60; Iowa, 3.60.  
 8—Surplus at the commencement of the year.  
 \$6,082,000.77.  
 9—Surplus at the close of the year.  
 \$6,744,327.76.  
 10—Amount of its own stock owned by the company.
- Page 46. Fencing in Iowa.  
 1—How many miles of fencing on your road in Iowa?  
 140.5 miles.  
 2—How many miles of unfenced road in Iowa?  
 None.  
 3—What is the average cost per mile of fencing?  
 \$192.00.  
 4—What is the total cost of the same?  
 \$26,976.00.  
 5—How many miles of new fencing built during the year?  
 None.
- Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.  
 2—Average number of tons in cars when in less than car lots.  
 In computing expenses and earnings per mile of road, opposite the average mileage operated during year (472.47 miles) is used.  
 3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
 A locomotive weighing 75,000 pounds will haul 625 tons (including dead weight of cars) in Iowa, averaging the different parts of the road and grades both east and west bound.  
 4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.  
 a—Total receipts for freight forwarded to points outside the State.  
 b—Total receipts for freight received from points outside the State.  
 c—Total receipts for freight forwarded to points within the State.  
 d—Total receipts for freight received from points within the State.  
 e—Total receipts from passengers destined to points outside the State.  
 f—Total receipts from passengers from points outside the State.  
 g—Total receipts from passengers destined to points within the State.  
 h—Total receipts from passengers from points within the State.  
 5—Total amount received for local freight.  
 6—Total amount received for through freight.  
 7—Number of tons of local freight carried.  
 8—Total amount received from freight originating in Iowa and passing outside the State.  
 9—Total amount received from freight originating outside the State and destined to points in Iowa.  
 10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?  
 The local freight business of Iowa is 34.50 per cent of the total freight business of the entire line.  
 11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?

- 12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?  
 13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?  
 14—What per cent of freight received at each station on your road is local and what per cent interstate?  
 15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?  
 16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?  
 17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?  
 18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa to points on the main line outside the State, or to points on other lines?  
 In answer to questions 10, 11, 12, 13, 16, 17 and 18, would respectfully state that to answer these questions in full entails considerable work and expense. There is no reason why our business, as covered by these questions, should vary, and we would therefore request that the percentages be considered the same as last year, thus relieving us of the trouble and expense of making up the figures.  
 19—Give the amount in tons and kind of freight furnished by each branch line to your main line.
- Page 64. Tonnage crossing Mississippi river bridge at Dubuque, Iowa for the year ending June 30, 1891.  
 East bound, number of tons .....  
 West bound, number of tons .....  
 Total tons .....  
 Tonnage crossing Missouri river bridge at ..... for the year ending June 30, 1891 .....  
 East bound, number of tons .....  
 West bound, number of tons .....  
 Total tons .....  
 Page 69. Under heading "State or Territory" insert Iowa.  
 Page 77. Under "Overhead Highway Crossings," insert overhead farm crossings.  
 Under "Conduits," insert farm crossing, "under."

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.  
 2—State the number of acres yet to inure to your company from congressional grants.  
 3—State the average price at which these lands have been sold or contracted by the company.  
 4—State the number of acres sold.  
 5—State the amount received from sales.  
 6—State the amount unpaid on outstanding contracts.  
 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.  
 8—State the amount expended in sale and management of lands.  
 9—State the amount of taxes paid on lands.  
 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.  
 11—The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road all fixtures and conveniences for transacting its business.
- Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?  
 By the terms of mortgage securing consolidated mortgage bonds, those bonds can be issued to retire all the other bonds at maturity.



- 2-What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.
- 3-Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
Western freight Association and Western Passenger Association.
- 4-Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road. None.  
Commercial Express Line, Blue Line, Canada Southern Line, Nickel Plate Line and Red Line.

## HISTORY.

Name of common carrier making this report:

Chicago, St. Paul, Minneapolis & Omaha Railway Company.

Date of organization:

May 25, 1880.

Under laws of what Government, State or Territory organized? If more than one, name all.

Give reference to each statute and all amendments thereof.

Wisconsin--Chapter 290, laws of Wisconsin, 1880.

Minnesota--Chapter 219, 228 and 262, special laws of Minnesota, 1881.

Nebraska--Chapter 106, laws of Nebraska, 1879.

South Dakota--Section 450, Dakota Code.

Iowa--Chapter 119, 1882.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

Chicago, St. Paul & Minneapolis Railway; organized under chapter 119, general laws of Wisconsin for 1872, as amended by chapter 114, general laws of said State for 1877.

North Wisconsin Railway; organized under chapter 73, revised statutes of Wisconsin, 1858.

Date and authority for each consolidation?

May 25, 1880; chapter 290, laws of Wisconsin, 1880.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

Not a reorganized company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Albert Keep.....	Chicago, Illinois.....	June, 1892.
Cornelius Vanderbilt.....	New York, N. Y.....	June, 1892.
Wm. K. Vanderbilt.....	New York, N. Y.....	June, 1892.
H. McK. Twombly.....	New York, N. Y.....	June, 1892.
Marvin Hughitt.....	Chicago, Ill.....	June, 1893.
David P. Kimball.....	Boston, Mass.....	June, 1893.
E. W. Winter.....	St. Paul, Minn.....	June, 1893.
W. L. Scott.....	Erie, Pa.....	June, 1893.
C. M. Depew.....	New York, N. Y.....	June, 1893.
M. L. Sykes.....	New York, N. Y.....	June, 1894.
J. M. Whitman.....	Chicago, Ill.....	June, 1894.
J. H. Howe.....	St. Paul, Minn.....	June, 1894.
John A. Humbird.....	St. Paul, Minn.....	June, 1894.

Total number of stockholders at date of last election?

One thousand and ninety-nine.

Date of last meeting of stockholders for election of directors?

June 5, 1891.

Give post-office address of general office:

St. Paul, Minn.

Give post-office address of operating office:

St. Paul, Minn.

Number of stockholders in Iowa.

Two.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Marvin Hughitt.....	Chicago, Illinois.
Vice-President.....	M. L. Sykes.....	New York City, N. Y.
Secretary.....	E. E. Woodman.....	Hudson, Wisconsin.
Treasurer.....	M. L. Sykes.....	New York City, N. Y.
Assistant Treasurer.....	S. O. Howe.....	New York City, N. Y.
General Counsel.....	J. H. Howe.....	St. Paul, Minnesota.
Attorney.....	S. L. Perrin.....	St. Paul, Minnesota.
Attorney, Iowa.....	J. H. Swan.....	Sioux City, Iowa.
Local Treasurer.....	R. W. Clark.....	St. Paul, Minnesota.
Auditor.....	L. A. Robinson.....	St. Paul, Minnesota.
General Manager.....	E. W. Winter.....	St. Paul, Minnesota.
Chief Engineer.....	C. W. Johnson.....	St. Paul, Minnesota.
General Superintendent.....	W. A. Scott.....	St. Paul, Minnesota.
General Superintendent, Iowa.....	W. A. Scott.....	St. Paul, Minnesota.
Division Superintendent.....	J. McCabe.....	St. Paul, Minnesota.
Division Superintendent.....	Hugh Spencer.....	Mankato, Minnesota.
Division Superintendent, Iowa.....	H. S. Jaynes.....	Omaha, Nebraska.
Purchasing Agent.....	Hugh Spencer.....	St. Paul, Minnesota.
Superintendent of Telegraph.....	W. H. S. Wright.....	St. Paul, Minnesota.
General Freight Agent.....	H. C. Hope.....	St. Paul, Minnesota.
Assistant General Freight Agent.....	J. T. Clark.....	St. Paul, Minnesota.
General Passenger Agent.....	H. M. Pierce.....	St. Paul, Minnesota.
Assistant General Passenger Agent.....	T. W. Teasdale.....	St. Paul, Minnesota.
Assistant General Ticket Agent.....	J. S. McCullough.....	St. Paul, Minnesota.
Baggage Agent.....	J. S. McCullough.....	St. Paul, Minnesota.
Car Accountant.....	E. T. Woode.....	St. Paul, Minnesota.
Claim Agent.....	A. Drexler.....	St. Paul, Minnesota.
Land Commissioner.....	E. L. Poole.....	St. Paul, Minnesota.
	W. H. Phipps.....	Hudson, Wisconsin.



# PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
<b>MAIN LINE—</b> Chicago, St. Paul, Minneapolis & Omaha Railway.	Elroy .....	St. Paul .....	193.17	881.36
	North Wisconsin Junction .....	Bayfield .....	178.24	
	Eau Claire .....	Chicago Junction .....	80.62	
	Superior Junction .....	Itaska Street Switch .....	60.57	
	St. Paul .....	Le Mars .....	243.76	
	Missouri River at Covington .....	Omaha .....	122.00	
<b>BRANCH LINES—</b> Chicago, St. Paul, Minneapolis & Omaha Railway.	St. Croix Draw-bridge .....	Stillwater Switch .....	4.55	473.43
	Stillwater Junction .....	Stillwater .....	3.30	
	River Falls Junction .....	Ellsworth .....	24.82	
	Merrillan .....	Marshfield .....	38.41	
	Ashland Junction .....	Ashland .....	4.38	
	Ashland Shore Line .....	Elmore .....	1.31	
	Lake Crystal .....	Pipestone .....	43.48	
	Heron Lake .....	Mitchell .....	55.10	
	Sioux Falls Junction .....	Doon .....	130.78	
	Lu Verne .....	Ponca .....	28.00	
	Coburn Junction .....	Norfolk .....	16.33	
	Emerson .....	Hartington .....	46.50	
	Wakefield .....	Bloomfield .....	33.76	
	Wayne .....		42.76	
<b>PROPRIETARY COMPANIES—</b> Superior Short Line Railway .....	Superior City .....	Connor's Point .....	8.28	13.74
Superior Short Line of Minneapolis .....	Rice's Point .....	Duluth .....	2.60	
Eau Claire Railway .....	West Eau Claire .....	Shaw's Mills .....	2.74	
<b>LINE OPERATED UNDER TRUCKAGE RIGHTS—</b> St. Louis River Bridge (U. P. R. R.) .....	West Superior .....	Rice's Point .....	1.50	65.19
Great Northern Railway .....	St. Paul .....	Minneapolis .....	11.40	
Minneapolis & St. Louis Railway .....	Minneapolis .....	Merriam Junction .....	27.00	
Illinois Central Railroad .....	Le Mars .....	Sioux City .....	25.20	
<b>Total mileage operated .....</b>				1,433.50

# PROPERTY OPERATED—CONTINUED.

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

NAME.	CHARACTER OF BUSINESS.	TITLE. (OWNED, LEASED, ETC.)	STATE OR TERRITORY.
Menominee Railway .....	Transportation of passengers and freight .....	Owned .....	Wisconsin.
Sault Ste. Marie & S. W. Railway .....	Transportation of passengers and freight .....	Owned .....	Wisconsin.
Land grant .....		Owned .....	Wisconsin.

# CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
<b>CAPITAL STOCK—</b>						
Common .....	300,000	\$ 100.00	\$ 30,000,000.00	\$ 31,403,293.35		
Preferred .....	200,000	100.00	20,000,000.00	12,646,833.31	4	450,272.00
<b>Total .....</b>	<b>500,000</b>	<b>\$ 100.00</b>	<b>\$ 50,000,000.00</b>	<b>\$ 34,050,126.66</b>		<b>450,272.00</b>
Amount of stock representing road in Iowa—proportional .....		\$	\$	\$ 11,873,814.25		



## CAPITAL STOCK—CONTINUED.

MANNER OF PAYMENT FOR CAPITAL STOCK.	REMARKS.		
	Number of shares issued during year.	Cash realized on amount issued during year.	Total cash realized.
ISSUED FOR CASH—			
Common	53,464	\$2,253,864.75	Amount of stock held in Iowa: 100 shares.
Preferred	20,466	2,655,833.00	
*ISSUED FOR RE-ORGANIZATION—			
Common	60,321		
Preferred	29,353		
†ISSUED FOR PURCHASE—			
Common	62,800		
Preferred	62,800		
ISSUED AND ON HAND—			
Common	28,438		
Preferred	13,869		
Total	340,501	\$4,314,717.75	

\*The Chicago, St. Paul & Minneapolis Railway and the North Wisconsin Railway Companies were consolidated May 25th, 1880, under the title of the Chicago, St. Paul, Minneapolis & Omaha Railway Company. The last named company's stock was issued in exchange for the stock of the first named two companies at the rate of one and one-third shares Chicago, St. Paul, Minneapolis & Omaha stock for one share of the other companies' stock. The capital stock of the two companies consolidated, was as follows:

CHICAGO, ST. PAUL & MINNEAPOLIS RAILWAY COMPANY—	
Common	4,000,000
Preferred	1,000,000
NORTH WISCONSIN RAILWAY COMPANY—	
Common	1,200,000
Preferred	1,200,000

†The Chicago, St. Paul, Minneapolis & Omaha Railway Company purchased the St. Paul & Sioux City Railroad, paying for the same by exchanging its stock for that of the last named company, share for share, as follows:

Common	6,280,000
Preferred	6,280,000

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
First mortgage	May 9, 1878	1918	\$ 3,000,000.00	3,000,000	3,000,000	Assumed	6 May 1, Nov. 1, 1880	180,000.00	48,000.00	178,800.00
First mortgage	Jan. 1, 1880	1920	800,000.00	800,000	800,000	with road.	6 Jan. 1, July 1, 1880	48,000.00	10,000.00	47,100.00
First mortgage	July 1, 1878	1908	125,000.00	125,000	125,000		8 Jan. 1, July 1, 1880	10,000.00	10,000.00	10,000.00
First mortgage	Jan. 1, 1879	1919	6,070,000.00	6,070,000	6,070,000		6 April 1, Oct. 1, 1880	364,200.00	901,950.00	901,950.00
Consolidated mortgage	Jan. 1, 1878	1908	334,800.00	334,800	334,800		7 Jan. 1, July 1, 1880	23,436.00	23,436.00	23,436.00
Consolidated mortgage	June 1, 1880	1930	30,000,000.00	9,705,000	9,705,000		6 June 1, Dec. 1, 1880	787,480.00	787,480.00	787,480.00
Grand total			\$40,329,800.00	23,742,800	23,742,800	\$9,908,937.96		\$1,413,116.00	\$1,403,789.25	

Amount of funded debt representing road in Iowa—proportional, \$1,305,500.88.

In addition to above, this company guarantees \$75,000 of one-half of the bonds of the Minneapolis Eastern Railway, and \$400,000 first mortgage bonds S. Ste. M. & S. W. Ry.

\*Issued in exchange for C., St. P., M. & O. land grant, income and equipment bonds.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	INTEREST.		
	Amount issued.	Amount outstanding.	Amount accrued during year.
Mortgage bonds	23,742,800.00	23,742,800.00	1,403,789.25
Total	23,742,800.00	23,742,800.00	1,403,789.25



## REPORT OF RAILROAD COMMISSIONERS.

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash .....	\$ 796,937.37
Bills receivable .....	772.26
Due from agents .....	90,316.37
Net traffic balances due from other companies .....	121,047.79
Due from solvent companies and individuals .....	987,122.18
Other cash assets .....	35,234.33
<b>Total .....</b>	<b>\$ 2,040,430.30</b>
Materials and supplies on hand, \$748,899.77.	

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Audited vouchers and accounts .....	\$ 302,841.56
Wages and salaries .....	250,734.31
Dividends not called for (payable in July, '91) .....	225,136.00
Matured interest coupons unpaid (including coupons due July 1) .....	83,016.75
Rentals due July 1 .....	7,595.28
Balance—cash assets .....	1,171,106.30
<b>Total .....</b>	<b>\$ 2,040,430.30</b>

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.		REMARKS.*
		To railroads.	To other properties.	Miles.	Amount.	
Capital stock .....	\$34,050,126.66	\$34,050,126.66		1,354.89	\$25,135.00	
Bonds—["grand total"] .....	23,742,800.00	23,742,800.00		1,354.69	17,526.37	
<b>Total .....</b>	<b>\$57,792,926.66</b>	<b>\$57,792,926.66</b>		<b>1,354.60</b>	<b>\$42,661.37</b>	

## B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
C., St. P., M. & O. Ry .....	\$34,050,126.66	\$23,742,800.00	\$ 809,324.00	\$ 58,602,250.66	1,354.69	\$ 43,303.08
Superior Short Line Ry. ....	500.00		437,148.14	743,648.14	8.28	57,856.05
Superior Short Line of Minn ..	600.00		409,795.08	409,795.08	2.60	157,844.26
Eau Claire Railway .....	50,000.00				2.74	18,248.18
<b>Total .....</b>	<b>\$34,101,226.66</b>	<b>\$23,742,800.00</b>	<b>\$1,716,267.22</b>	<b>\$ 59,560,293.88</b>	<b>1,368.31</b>	<b>\$ 43,528.36</b>
Proportional grand total, Ia. ....				<b>\$ 3,345,039.24</b>	<b>74.55</b>	<b>\$ 43,528.36</b>

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.*
<b>CONSTRUCTION—</b>				
Right of way .....	\$ 92,005.54			
Ballasting, ditching, etc. ....	28,645.84			
Fences, etc. ....	12,362.22			
Bridges and trestles .....	142,675.03			
Buildings, furniture and fixtures .....	375,217.95			
Shop machinery and tools .....	60,457.73			
Engineering expenses .....	8,944.53			
Discount on securities sold for construction .....	48,440.00			
Telegraph line .....	3,482.40			
Sidings and yard extensions .....	181,872.60			
Terminal facilities and elevators .....	949.00			
Road built by contract .....	456,566.30			
Purchase of constructed road .....	268,799.17			
Other items .....	15,690.47			
<b>Total construction .....</b>	<b>\$ 1,507,324.72</b>			
<b>EQUIPMENT—</b>				
Locomotives .....	91,906.78			
Passenger cars .....	48,305.08			
Baggage, express and postal cars .....	11,017.73			
Freight cars .....	35,175.00			
<b>Total equipment .....</b>	<b>\$ 186,404.59</b>			
<b>Grand total cost construction, equipment, etc. ....</b>	<b>\$ 1,783,729.31</b>	<b>\$ 56,707,502.51</b>	<b>\$ 38,491,231.82</b>	<b>\$ 43,176.84</b>
<b>Total cost construction, equipment, etc., State of Iowa (proportional on mileage basis) .....</b>			<b>\$ 3,218,833.42</b>	<b>\$ 43,176.84</b>

## INCOME ACCOUNT.

Gross earnings from operation .....	\$ 7,125,707.24
Less operating expenses .....	4,736,066.67
<b>Income from operation .....</b>	<b>\$ 2,389,640.57</b>
Dividends on stocks owned .....	4,500.00
Interest on bonds owned .....	5,083.35
Miscellaneous income—less expense .....	422,304.36
<b>Income from other sources .....</b>	<b>\$ 432,187.71</b>
<b>Total income deficit .....</b>	<b>2,800,808.28</b>
<b>DEDUCTIONS FROM INCOME:</b>	
Interest on funded debt accrued .....	\$ 1,413,116.00
Taxes .....	263,585.13
<b>Total deductions from income .....</b>	<b>\$ 1,676,701.13</b>
Taxes paid in Iowa .....	\$ 1,824.96
Taxes paid in Iowa .....	\$ 23,825.34
<b>Net income deficit .....</b>	<b>1,124,197.15</b>
Dividends, 0 per cent, common stock .....	
Dividends, 4 per cent, preferred stock .....	450,272.00
*Loss in operating Menomonee Railway .....	8,545.38
Loss in operating Sault Ste. Marie & S. W. Ry. ....	3,058.78
<b>Total .....</b>	<b>\$ 461,876.16</b>
Deficit from operations of year ending June 30, 1891 .....	\$ 602,320.99
Deficit on June 30, 1890 .....	6,082,006.77
<b>Deficit on June 30, 1891 .....</b>	<b>\$ 6,744,327.76</b>



## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEM.	Total receipts,	Deductions account of repayments, etc.	Actual earnings.
<b>PASSENGER—</b>			
Passenger revenue .....	\$ 150,611.48		
Less repayments:			
Tickets redeemed .....		\$ 2.08	
Excess fares refunded .....		9.57	
Other repayments .....		6.11	
Total deductions .....		\$ 17.76	
Total passenger revenue .....			\$ 149,993.72
Mail .....			\$ 16,515.00
Express .....			6,864.69
Extra baggage and storage, etc. ....			3,290.75
Total passenger earnings .....			\$ 176,664.16
<b>FREIGHT—</b>			
Freight revenue .....	\$ 377,512.08		
Less repayments:			
Overcharge to shippers .....		\$ 7,886.45	
Other repayments .....		144.32	
Total deductions .....		\$ 8,030.77	
Total freight revenue .....			\$ 369,481.31
Other items .....			113.99
Total freight earnings .....			\$ 369,595.30
Total passenger and freight earnings .....			\$ 546,259.46
<b>OTHER EARNINGS FROM OPERATION—</b>			
Switching charges—balance .....			\$ 2,196.27
Rents not otherwise provided for .....			1,893.43
Total other earnings .....			\$ 302.84
Total gross earnings from operation—Iowa .....			\$ 545,956.69
Total gross earnings from operation—entire line .....			\$ 7,125,707.24

## STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
St. Paul Union Depot's Company's stock .....	\$ 70,000.00	6	\$ 4,200.00	
Minneapolis Transfer Railway Company's stock .....	7,000.00			
Lake Superior Terminal & Transfer Railway Company's stock .....	15,700.00			\$ 109,700.00
Minneapolis Eastern Railway Company's stock .....	15,000.00			
Sioux City Bridge Company's stock .....	202,900.00			
Total .....	\$ 301,600.00		\$ 4,200.00	\$ 109,700.00

These stocks are held by this company for the purpose of control, and have no marketable value.

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY USING PROPERTY LEASED.	Item.	Total.
Track .....	Omaha to Blair .....	F. E. & M. V. R. R. ....	\$ 20,841.47	
	Sioux City to Norfolk .....	Omaha & Rep. V. & L. R. R. ....	34,419.39	
	West Superior, Wis. ....	Missouri Pacific R. R. ....	1,921.15	
	Rice's Point to Duluth .....	Eastern R'y of Minn. ....	600.00	
Total .....				\$ 57,782.01
Terminals .....	Worthington .....	R. C. R. & N. R'y .....	\$ 313.20	
	Elmore .....	C. & N. W. R'y .....	435.27	
	Omaha .....	Missouri Pacific R'y .....	1,500.00	
Total .....				\$ 1,948.47
Grand total rents received .....				\$ 59,730.48

## MISCELLANEOUS INCOME.

Land grants (net proceeds of sales) .....	\$ 383,833.31
Interest and exchange .....	38,471.05
Total .....	\$ 422,304.36

## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>			
Repairs of roadway .....	\$ 263,670.15	\$ 382,455.70	\$ 645,494.85
Renewals of rails .....	75,707.62	110,077.06	185,784.68
Renewals of ties .....	74,982.10	108,979.43	183,961.53
Repairs of bridges and culverts .....	62,295.93	90,577.53	152,873.46
Repairs of fences, road crossings, signs and cattle guards .....	10,091.92	14,077.54	24,769.46
Repairs of buildings .....	23,214.87	33,784.11	56,998.98
Repairs of docks and wharves .....	348.90	506.42	855.32
Repairs of telegraph .....	4,886.28	7,104.50	11,990.78
Total .....	\$ 514,530.17	\$ 748,429.90	\$ 1,262,960.07
<b>MAINTENANCE OF EQUIPMENT—</b>			
Repairs and renewals of locomotives .....	\$ 84,046.13	\$ 210,715.31	\$ 295,381.44
Repairs and renewals of passenger cars .....	79,587.43		79,587.43
Repairs and renewals of freight cars .....		233,096.03	233,096.03
Shop machinery, tools, etc. ....	7,829.08	11,383.28	19,212.36
Other expenses .....	527.88	707.54	1,235.42
Total .....	\$ 172,590.52	\$ 456,582.56	\$ 629,173.08
<b>CONDUCTING TRANSPORTATION—</b>			
Wages of engineers, firemen and round-housemen .....	\$ 192,461.95	\$ 270,837.31	\$ 473,299.26
Fuel for locomotives .....	275,740.60	400,923.44	676,664.04
Water supply for locomotives .....	12,851.16	18,885.43	31,736.59
All other supplies for locomotives .....	10,386.40	15,101.60	25,488.00
Wages of other trainmen .....	113,015.82	238,064.10	351,080.42
All other train supplies .....	22,793.24	19,800.94	42,594.17
Wages of switchmen, flagmen and watchmen .....	62,868.18	91,322.32	154,190.50
Expense of telegraph, including train dispatchers and operators .....	37,276.70	54,199.87	91,476.57
Wages of station agents, clerks and laborers .....	166,372.28	241,903.25	408,275.53
Station supplies .....	9,630.97	14,093.24	23,724.21
Loss and damage .....	54,651.24	38,701.20	93,352.44
Injuries to persons .....	3,100.34	16,285.34	19,385.68
Total .....	\$ 997,502.68	\$ 1,363,775.02	\$ 2,361,277.70



## OPERATING EXPENSES—CONTINUED.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>GENERAL EXPENSES—</b>			
Salaries of officers.....	\$ 31,315.08	\$ 45,531.74	\$ 76,846.82
Salaries of clerks.....	36,549.56	53,142.62	89,692.18
General office expenses and supplies.....	11,594.48	16,838.22	28,432.70
Agencies, including salaries and rent.....	23,425.63	34,060.58	57,486.21
Advertising.....	4,354.94	6,322.04	10,676.98
Commissions.....	14,878.81		14,878.81
Insurance.....	5,851.75	8,508.37	14,360.12
Expense of fast freight lines.....		1,388.97	1,388.97
Expense of traffic associations.....	6,996.53	10,172.86	17,169.39
Expense of stock yards and elevators.....		12,721.56	12,721.56
Rents not otherwise provided for.....	36,076.25	43,763.01	79,839.26
Legal expenses.....	3,223.55	4,687.00	7,910.55
Stationery and printing.....	13,140.56	19,105.22	32,245.78
Other general expenses.....	20,689.79	29,210.30	49,900.09
<b>Total.....</b>	<b>\$ 208,396.93</b>	<b>\$ 295,483.49</b>	<b>\$ 503,880.42</b>
<b>RECAPITULATION OF EXPENSES—</b>			
Maintenance of way and structures.....	\$ 514,536.17	\$ 748,129.30	\$ 1,262,665.47
Maintenance of equipment.....	172,590.52	456,582.56	629,173.08
Conducting transportation.....	967,502.68	1,363,775.02	2,331,277.70
General expenses.....	208,396.93	295,483.49	503,880.42
<b>Grand total.....</b>	<b>\$ 1,863,026.30</b>	<b>\$ 2,863,970.37</b>	<b>\$ 4,726,996.67</b>
Percentage of expenses to earnings—entire line.....	89.70	58.13	66.76
<b>OPERATING EXPENSES—STATE OF IOWA—</b>			
Proportional.....	\$ 89.70	\$ 58.13	\$ 66.76
Maintenance of way and structures.....	39,413.47	57,306.70	96,720.17
Maintenance of equipment.....	13,220.43	34,374.23	47,594.66
Conducting transportation.....	76,408.70	104,465.17	180,873.87
General expenses.....	15,963.20	22,634.04	38,597.24
<b>Total.....</b>	<b>\$ 145,005.80</b>	<b>\$ 219,380.14</b>	<b>\$ 364,385.94</b>
Percentage of expenses to earnings—Iowa, proportional.....	89.70	58.13	66.76

## RENTALS PAID.

## RENTS PAID FOR LEASE OF OTHER PROPERTY.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY OWNING PROPERTY LEASED.	ITEM.	TOTAL.
Tracks.....	St. Paul to Minneapolis .. Le Mars to Sioux City .. Merriam Jct. to Minneapolis ..	Great Northern Railway .. Illinois Central Railroad .. Minneapolis & St. Louis Railway ..	\$ 22,693.56 12,134.66 12,963.82	\$ 47,792.04
<b>Total.....</b>				
Terminals.....	St. Paul Union Depot, etc. Minneapolis Union Depot	St. Paul Union Depot Co .. Minneapolis Union Railway Company ..	\$ 6,128.05 36,818.27	\$ 42,947.22
<b>Total.....</b>				
<b>Grand total rents.....</b>				<b>\$ 90,739.26</b>

## BONDS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
Minneapolis Transfer Railway, first mortgage bonds.....	\$ 110,000.00	5	\$ 5,475.00	\$ 110,000.00
S. Ste. M. & S. W. R'y, first mortgage bonds .....	50,000.00	5	208.35	50,000.00
<b>Total.....</b>	<b>\$ 160,000.00</b>		<b>\$ 5,683.35</b>	<b>\$ 160,000.00</b>

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road and equipment.....	\$ 56,797,502.51	\$ 58,401,231.82	1,603,729.31	
Stocks of other companies owned.....	100,700.00	109,700.00		
Bonds of other companies owned.....	109,900.00	109,900.00	51,000.00	
Cash and current assets.....	2,804,778.26	2,040,430.30		763,847.96
Materials and supplies.....	799,737.01	748,890.77	48,133.70	
<b>Grand total.....</b>	<b>\$ 60,401,237.78</b>	<b>\$ 61,550,232.89</b>	<b>1,119,015.11</b>	

LIABILITIES.	June 30, 1890—Item.	Total June 30, 1890.	June 30, 1891—Item.	Total June 30, 1891.	Year ending June 30, 1891, Increase.
Capital Stock.....	\$ 34,030,126.66	\$ 34,030,126.66			
Less stock owned by company.....	4,230,786.64	29,819,340.02	4,230,786.64	29,819,340.02	
Funded Debt.....		23,396,800.00		23,742,800.00	346,000.00
Current liabilities.....		775,000.18		869,324.60	94,324.42
Accrued interest on funded debt not yet payable.....		186,385.00		191,448.24	5,063.24
Accrued taxes not yet payable.....		171,675.81		183,612.77	11,936.96
Profit and loss.....		6,082,093.77		6,744,327.76	662,233.99
<b>Grand Total.....</b>		<b>\$ 60,401,237.78</b>		<b>\$ 61,550,232.89</b>	<b>\$ 1,119,015.11</b>

## TELEGRAPH COMPANIES.

The Western Union Telegraph Company owns one-half of all telegraph lines on this company's right of way. The cost of repairs, maintenance, etc., is proportioned as follows: The telegraph company furnishes all the material necessary and the railway company the labor. Each company pays one-half cost of all the instruments used. The railway company receives and transmits at all its telegraph offices, when the wires are not occupied by its own business, all messages, commercial business or business for the public, collecting therefor the usual rate fixed by the telegraph company, and pay the proceeds to the telegraph company. The telegraph company furnishes all the necessary main and local batteries and all the books and blanks required for commercial business, and receives and transmits messages of the railway company at all its stations free of charge, and all business messages the affairs of the railway company over any of its lines wherever situated in the order of their receipt to the amount of \$2,500.00 per annum, at regular traffic rates.



## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

## EXPRESS COMPANIES.

American Express Company. The railway company to transport in cars attached to its passenger trains, each way daily, upon its lines in the States of Wisconsin, Iowa and South Dakota, the messengers' safes and freight of the express company; also such persons as it becomes necessary to send over the road upon the business of the express company. The express company to transport and convey all money and valuable packages, the property of the railway company, and deliver the same at all proper places of delivery on the line of the road or at the terminal thereof. The express company to pay for the services rendered upon local merchandise, one and one-half first-class freight rate per 100 pounds; upon local produce, first-class freight rate per 100 pounds; upon all through and foreign business, first-class freight rates per 100 pounds. It is provided that the aggregate payments at the rates specified shall not be less than \$300 per day.

## MAILS.

This company carries United States mail. Compensation fixed by the United States post-office department. No contract.

## SLEEPING CARS.

The Pullman Palace Car Company runs sleeping cars on this company's railway, the railway company paying the car company the sum of three cents per car per mile run.

## EMPLOYEES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Station agents.....	11	3,443	\$ 8,750.36	\$ 2.58
Other station men.....	40	12,570	22,322.40	1.78
Enginemen.....	18	5,634	19,751.06	3.51
Firemen.....	18	5,634	12,142.79	2.16
Conductors.....	10	3,130	11,366.30	3.63
Other trainmen.....	25	7,825	15,855.04	2.03
Machinists.....	71	22,223	43,123.57	2.17
Carpenters.....	60	18,780	33,888.18	1.80
Other shopmen.....	5	1,503	4,023.42	2.57
Section foremen.....	12	3,756	7,058.79	1.88
Other trackmen.....	52	16,276	23,975.65	1.47
Switchmen, flagmen, and watchmen.....	21	6,573	16,239.02	2.47
Telegraph operators and dispatchers.....	10	3,130	5,948.29	1.90
All other employees and laborers.....	87	27,231	46,331.87	1.70
Total (including general officers)—Iowa.....	440	137,720	\$ 275,885.74	\$ 2.00
Total (excluding general officers)—Iowa.....	440	137,720	\$ 275,885.74	\$ 2.00
Total (including general officers)—Entire line.....	4,868	1,523,684	\$ 3,077,036.25	\$ 2.02

## SECURITY FOR FUNDED DEBT—WHOLE ROAD AND EQUIPMENT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income from mortgaged.	What securities mortgaged.
	FROM—	TO—	MILES.				
Mortgage bonds.....	Elroy.....	Lake St. Croix	177.62	17,740.36			
Mortgage bonds.....	Meridian.....	Marshall	37.04	17,740.36			
Mortgage bonds.....	Hudson.....	River Falls	12.20	17,740.36			
Mortgage bonds.....	East St. Paul	Stillwater and L. St. C.	20.96	17,740.36			
Mortgage bonds.....	South Stillwater.....	Lake St. Croix	5.60	17,740.36			
Mortgage bonds.....	North Wisconsin June 1.....	Bayfield	178.28	17,740.36			
Mortgage bonds.....	Eau Claire.....	Chicago Junction	79.72	17,740.36			
Mortgage bonds.....	Superior Junction.....	Superior	60.43	17,740.36			
Mortgage bonds.....	St. Paul.....	Le Mars	246.00	17,740.36			
Mortgage bonds.....	Lake Crystal.....	Elmore	44.60	17,740.36			
Mortgage bonds.....	Heron Lake.....	Pipesstone	56.00	17,740.36			
Mortgage bonds.....	Worthington.....	Salem	98.00	17,740.36			
Mortgage bonds.....	Laverne.....	Doon	28.00	17,740.36			
Mortgage bonds.....	Omaha.....	Coburn Junction	115.00	17,740.36			
Mortgage bonds.....	Covington.....	Pocahontas	20.00	17,740.36			
Mortgage bonds.....	Emerson.....	Norfolk	45.10	17,740.36			
Mortgage bonds.....	Wakefield.....	Hartington	33.76	17,740.36			
Mortgage bonds.....	River Falls.....	Ellsworth	11.00	17,740.36			
Mortgage bonds.....	Ashtabula Junction.....	Ashtabula	5.60	17,740.36			
Mortgage bonds.....	Salem.....	Mitchell	32.80	17,740.36			
Mortgage bonds.....	Wayne.....	Randolph	21.63	17,740.36			



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—IOWA.

## PROPORTIONAL.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue.....	121,228	
Number of passengers carried one mile.....	5,923,923	
Average distance carried.....	48.87	
Total passenger revenue.....		\$ 149,993.72
Average amount received from each passenger.....		1.23,729
Average receipts per passenger per mile.....		.02,532
Estimated cost of carrying each passenger one mile.....		.02,621
Total passenger earnings.....		176,664.16
Passenger earnings per mile of road.....		1.771.07
Passenger earnings per train mile.....		1.05.248

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue.....	214,393	
Number of tons carried one mile.....	34,116,465	
Average distance haul of one ton, miles.....	159.19	
Total freight revenue.....		\$ 369,481.31
Average amount received for each ton of freight.....		1.72.386
Average receipts per ton per mile.....		.01.083
Estimated cost of carrying one ton one mile.....		.631
Total freight earnings.....		369,595.30
Freight earnings per mile of road.....		3,705.22
Freight earnings per train mile.....		1.92.604

## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	519,475.03	
Passenger and freight revenue per mile of road.....	5,207.77	
Passenger and freight earnings.....	546,259.46	
Passenger and freight earnings per mile of road.....	5,476.29	
Gross earnings from operation.....	545,956.62	
Gross earnings from operation per mile of road.....	5,473.25	
Expenses.....	364,385.94	
Expenses per mile of road.....	3,653.00	

## TRAIN MILEAGE:

Miles run by passenger trains.....	165,256	
Miles run by freight trains.....	184,097	
Miles run by mixed trains.....	10,396	
Total mileage trains earning revenue.....	359,749	
Miles run by switching locomotives.....	123,499	
Miles run by construction and other trains.....	11,250	
Grand total train mileage.....	494,498	
Mileage of loaded freight cars—north or east.....	1,368,376	
Mileage of loaded freight cars—south or west.....	1,637,392	
Mileage of empty freight cars—north or east.....	750,263	
Mileage of empty freight cars—south or west.....	165,211	
Average number of freight cars in train.....	21.70	
Average number of loaded cars in train.....	17	
Average number of empty cars in train.....	4.70	
Average number of tons of freight in train.....	153.44	
Average number of tons of freight in each loaded car.....	10.30	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue.....	1,477,762	
Number of passengers carried one mile.....	72,224,423	
Average distance carried—miles.....	48 82-100	
Total passenger revenue.....		\$ 1,828,404.86
Average amount received from each passenger.....		1.23,729
Average receipts per passenger per mile.....		2.532
Estimated cost of carrying each passenger one mile.....		2.621
Total passenger earnings.....		2,110,290.63
Passenger earnings per mile of road.....		1,472.13
Passenger earnings per train-mile.....		1.03.685

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue.....	2,832,020	
Number of tons carried one mile.....	454,008,686	
Average distance haul of one ton—miles.....	159 19-100	
Total freight revenue.....		\$ 4,916,470.67
Average amount received for each ton of freight.....		1.72.386
Average receipts per ton per mile.....		1.083
Estimated cost of carrying one ton one mile.....		.631
Total freight earnings.....		4,927,083.16
Freight earnings per mile of road.....		3,437.10
Freight earnings per train-mile.....		1.66.521

## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	\$ 6,744,884.62	
Passenger and freight revenue per mile of road.....	4,705.18	
Passenger and freight earnings.....	7,037,382.79	
Passenger and freight earnings per mile of road.....	4,909.23	
Gross earnings from operation.....	7,125,707.24	
Gross earnings from operation per mile of road.....	4,970.85	
Expenses.....	4,756,006.07	
Expenses per mile of road.....	3,318.45	

## TRAIN MILEAGE:

Miles run by passenger trains.....	1,924,682	
Miles run by freight trains.....	2,637,033	
Miles run by mixed trains.....	442,407	
Total mileage trains earning revenue.....	4,994,122	
Miles run by switching locomotives.....	1,328,331	
Miles run by construction and other trains.....	306,385	
Grand total train mileage.....	6,628,738	
Mileage of loaded freight cars—north or east.....	10,848,662	
Mileage of loaded freight cars—south or west.....	24,231,353	
Mileage of empty freight cars—north or east.....	8,618,937	
Mileage of empty freight cars—south or west.....	4,045,422	
Average number of freight cars in train.....	18 59-100	
Average number of loaded cars in train.....	14 36-100	
Average number of empty cars in train.....	4 14-100	
Average number of tons of freight in train.....	153 44-100	
Average number of tons of freight in each loaded car.....	10 30-100	



## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF AGRICULTURE—				
Grain.....	41,888	7,533	49,421	26.73
Flour.....	2,080	1,183	3,263	1.77
Hay.....	14,234		14,234	7.70
Other mill products.....	504	819	1,323	.71
Fruit and vegetables.....	4,452	1,528	5,980	3.23
PRODUCTS OF ANIMALS—				
Live stock.....	14,920	18,177	33,097	17.90
Dressed meats.....	250	530	780	.41
Other packing-house products.....	4,626	86	4,712	2.55
Poultry, game and fish.....	12	70	82	.04
Wool.....	168	1	169	.09
Hides and leather.....	686	35	721	.39
PRODUCTS OF MINES—				
Anthracite coal.....	147	748	895	.48
Bituminous coal.....	234	7,598	7,802	4.22
Coke.....	3,315	253	3,468	1.93
Ores.....		27	27	.01
Stone, sand, and other like articles.....	4,349	3,510	7,859	4.26
PRODUCTS OF FOREST—				
Lumber.....	509	11,350	11,949	6.46
MANUFACTURES—				
Petroleum and other oils.....	1,215	4	1,219	.66
Sugar.....	139	15	154	.08
Iron, pig and bloom.....		317	317	.17
Iron and steel rails.....	439		439	.23
Other castings and machinery.....	292	173	465	.25
Bar and steel metal.....		50	50	.03
Cement, brick, and lime.....	308	295	603	.33
Agricultural implements.....	258	491	749	.40
Wagons, carriages, tools, etc.....	111	250	361	.19
Wines, liquors and beers.....	315	1,641	1,956	1.06
Household goods and furniture.....	1,641	1,110	2,751	1.49
MERCHANDISE.....	15,612	6,937	22,569	12.24
MISCELLANEOUS—				
Other commodities not mentioned above.....	4,621	2,759	7,380	3.99
Total tonnage—Iowa.....	117,401	67,480	184,881	100.00
Total tonnage—entire line.....	2,173,332	580,963	2,754,295	

## CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal—bituminous.	Cords of wood—soft.	Total fuel consumed—tons.	Miles run.	Average lbs. consumed per mile.
Passenger.....	6,716	168	6,880	200,468	67.84
Freight.....	8,552	213	8,658	254,636	68.00
Switching.....	4,130	103	4,182	123,499	67.72
Construction.....	369	10	374	11,250	66.48
Total.....	19,767	494	20,014	589,853	68.02
Average cost at distributing point, per ton.....	\$ 3.05 5-12	\$ 0.91%			

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES:						
Passenger.....	5	57	57	Westinghouse		
Freight.....		137	136	Westinghouse		
Switching.....	3	29	3	Am. Steam		
Leased.....			30	Am. Steam		
			8	Westinghouse		
			1	Eames Vacuum		
Total locomotives.....	8	243	225			
CARS IN PASSENGER SERVICE—						
First-class passenger cars.....	8	62	62	Westinghouse	62	Miller.
Second-class passenger cars.....		25	25	Westinghouse	25	Miller.
Combination passenger cars.....		19	19	Westinghouse	19	Miller.
Dining cars.....		2	2	Westinghouse	2	Miller.
Parlor cars.....		4	4	Westinghouse	4	Miller.
Baggage, express, and postal cars.....	3	54	54	Westinghouse	54	Miller.
Other cars in passenger service.....		2	2	Westinghouse	2	Miller.
Total.....	11	168	168		168	
CARS IN FREIGHT SERVICE:						
Box cars.....		4,900	430	Westinghouse	430	M. C. B.
Flat cars.....		1,224				
Stock cars.....		993				
Coal cars.....		934				
Refrigerator cars.....		60	25	Westinghouse	25	M. C. B.
Other cars.....		27	25	Westinghouse	25	M. C. B.
Total.....		7,637	480		480	
CARS IN COMPANY'S SERVICE—						
Derrick cars.....		4				
Caboose cars.....		108				
Other road cars.....		19				
Rotary steam snow plow.....		1				
Total.....		132				
CARS CONTRIBUTED TO FAST FREIGHT SERVICE.....						
		462				
Total cars owned.....	11	8,399	648		648	
Grand total cars.....	11	8,399	648		648	

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.			
KIND.	Tons.	Weight per yard, lbs.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.	
Steel.....	1,001.26	65	\$ 31.50	White oak.....	16,038	\$ 0.51	
Total steel.....	1,001.26		\$ 31.50	Sawed oak.....	31	0.45	
				Elm.....	3,571	0.37	
				White pine.....	242	0.27	
				Hemlock.....	74	0.24	
				Missouri oak culls.....	1,828	0.30	
				Culls.....	529	0.12	
				Total.....	22,313		



## MILEAGE.

## MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of pro-prietary companies.	Line operated under lease.	Line operated under con-tract, etc.	Line operated under track- age rights.	Total mileage excluding trackage rights.	New line con- structed dur- ing year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track.....	881.36	473.43	13.62			65.19	1,431.50	44.17	169.67	1,501.83
Miles of second track.....	23.70	332.05					23.70	32.27		23.70
Miles of yard track and sidings.....							332.05			
Total mileage operated (all tracks).....	904.96	805.48	13.62			65.19	1,789.25	76.44	169.67	1,287.53

## MILEAGE OF LINE BY STATES AND TERRITORIES.

## MILEAGE OWNED AND OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line of pro-prietary companies.	Line operated under lease.	Line operated under con-tract, etc.	New line con- structed dur- ing year.	Total mileage excluding trackage rights.	Line operated under track- age rights.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Iowa.....	57.11	17.44					74.55	25.20	18.38	81.37
Total mileage operated (single track).....	57.11	17.44					74.55	25.20	18.38	56.17

## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EM- PLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	.....	3	.....	1	.....	.....	.....	.....
At highway crossings.....	.....	.....	1	.....	.....	.....	.....	1
Other causes.....	.....	.....	.....	.....	.....	3	.....	.....
Total.....	.....	3	.....	1	.....	3	.....	1

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	PASSEN- GERS.		OTHERS.			
			TRESPASS- ING.		NOT TRES- PASSING.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other train accidents.....			1	2		1
Total.....			1	2		1

## OTHER TRAIN ACCIDENTS.

August 8, 1890. Walking on track.  
July 18, 1890. Trying to steal a ride.  
September 13, 1890. Found on track injured.

## OTHER CAUSES.

September 17, 1890. Falling from hand-car.  
November 6, 1890. Hand cut with rip-saw.  
February 13, 1891. Hand cut with saw.

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.
BRIDGES— Wooden.....	2	120	60	60
Total.....	2	120		
TRETTLES.....	138	7,355	8	252
GAUGE OF TRACK— Four feet, eight and one-half inches; 74.55 miles.				

## TELEGRAPH.

Owned by company making this report. Operated jointly by Western Union Telegraph Company and C., St. P., M. & O. Railway; miles of line, 98.81; miles of wire, 342.28.



## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.	Miles.	ALIGNMENT.		PROFILE.			
		Number of curves.	Aggregate length of curved lines.	Length of straight line.	Number.	Sum of ascents—feet.	Sum of descents—feet.
FROM—	TO—			Length of level line.	Number.	Sum of ascents—feet.	Sum of descents—feet.
Elroy	Junction with G. N. R. at St. Paul	10.17	33.89	130.28	185	2,482.2	2,506.2
River Falls Junction	Ellsworth	24.82	6.65	18.17	46	146.1	178.1
Stillwater Junction	Stillwater	3.00	1.93	1.37	5	1.7	1.7
St. Croix Draw Bridge	Stillwater Switch	4.55	1.30	3.25	5	6.9	18.5
Merrillan	Marshfield	38.41	6.31	32.10	49	608.2	332.0
West Eau Claire	Shaw's Mill	2.74	1.45	1.29	1	2.7	107.1
Eau Claire	Chicago Junction	79.85	13.94	65.91	97	951.3	706.1
Spur to City Depot	Chippewa Falls	3.77	3.27	3.00	2	17.6	4.3
North Wisconsin Junction	Bayfield	178.34	37.55	140.89	203	2,163.0	2,428.1
Ashland Junction	Ashland	1.31	1.14	49.43	1	1.5	1.5
Superior Junction	Itaska Street Switch	60.57	11.14	49.43	43	612.5	13.0
Superior Short Line Junction	West Superior	2.00	3.85	3.96	1	3.2	3.2
Rice's Point, Duluth	St. P. & N. connection, Duluth	6.30	4.00	2.32	5	32.0	16.6
Superior Short Line	S. L. R. Y.	2.00	4.11	2.19	1	2.2	1.0
Conners' Point Line	S. L. R. Y.	1.40	3.37	1.13	2	6.0	4.3
Lake Crystal	Le Mars	243.70	44.18	199.52	349	2,371.5	1,848.4
Heron Lake	Elmore	43.48	4.00	38.48	54	429.2	16.84
Sioux Falls Junction	Pipestone	55.10	44	47.13	118	896.5	24.15
Sioux City	Mitchell	130.73	23.41	107.32	142	1,402.0	43.03
Coburn Junction	Omaha	120.65	24.10	96.55	110	1,302.2	34.40
Emerson	Ponca	16.33	3.6	4.12	40	176.6	6.90
Wakefield	Norfolk	46.50	51	30.75	46	547.0	29.85
Wayne	Hartington	33.70	19	3.47	56	223.7	17.57
Laverne	Bloomfield	42.70	27	38.50	70	714.1	22.82
	Doon	2.25	1.5	1.55	1	6.0	3.8
		28.00	3.43	24.57	6	38.0	1.72
Total		1,368.31	230.15	1,138.16	1657	15,933.6	15,450.4

State below all individuals, co-operative fast freight lines and stock companies to which the company making this report has paid mileage for the use of cars during the year.

Anglo-American Refrigerator Car Company.	Liquid Freight Company.
Armour & Co.	Menasha Wooden Ware Company.
American Refrigerator Transit Company.	Merrillam & Morgan Paraffine Company.
Ames Coal Transportation Company.	Mattoon Manufacturing Company.
Armour-Cudahy Refrigerator Line.	Manhattan Oil Company.
Ames Palace Horse-Car Company.	Merchants Dispatch Transportation Company.
A. T. Thatcher.	Midland Line.
Arnold Refrigerator Car Company.	Mann Bros.
Barrett & Barrett.	National Dispatch Line.
Burton Stock Company.	Nelson Morris' Refrigerator Line.
Blue Line.	Nickel Plate Line.
Chicago Refrigerator Car Company.	Northwestern Manufacturing Car Company
Canadian Pacific Dispatch.	Northwestern Car Trust Company.
California Fruit Transportation Company.	National Oil Company.
C. B. Havens & Co.	National Linseed Oil Company.
Cudahy Refrigerator Line.	Pullman Palace Car Company.
Cudahy Bros. Refrigerator.	Paragon Refining Company.
Craig Oil Company.	Pittsburg & Toledo Dispatch.
Canada Southern Line.	Red Line.
Commercial Express Line.	Railway Clearing House Association.
Canada Cattle Car Company.	Racine Wagon and Carriage Company.
Crocker Chair Company.	Swift Refrigerator Line.
Cold Blast Transportation Company.	St. Louis Refrigerator Car Company.
Climax Gasoline Company.	Silberhouse Company.
Crystal Oil Works.	Street's Stable Car Line.
Empire Line.	Standard Oil Company.
Erie Dispatch.	Standard Oil Company of Minnesota.
Excelsior Oil Company.	Standard Oil Company of Illinois.
Great Eastern Line.	Sheboygan Chair Company.
Goodell Refrigerator Car Company.	S. Cupple's Wooden Ware Company.
Goodell California Fruit Company.	St. Charles Car Company.
Green Line.	Southern Iron Car Line.
Iron Car Express Line.	Southern Dispatch Lumber Line.
International Packing Company.	G. H. Hammon's Refrigerator Line.
J. I. Case Threshing Machine Company.	Tropical Transportation Company.
J. W. Ellsworth & Co.	Union Line.
Jacob Dold & Sons.	Union Refrigerator Transportation Company
J. M. Jones' Sons.	Wagner Palace Car Company.
Kansas City Dressed Beef Line.	W. P. Rend.
Kanawaha Valley Rolling-Stock Company.	W. P. Rend & Co.
Keystone Palace Horse-Car Company.	Waverly Oil Company.
Lackawanna Line.	White Line.
Live Poultry Transportation Company.	West Shore Line.

STATE OF MINNESOTA. } ss.  
COUNTY OF RAMSEY.

We, the undersigned, E. W. Winter, General Manager, and L. A. Robinson, Auditor, of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all of the financial operations of said company during the period for which said return is made.

E. W. WINTER, General Manager.  
L. A. ROBINSON, Auditor.

Subscribed and sworn to before me this 6th day of October, 1891.

[SEAL.]

FRANK K. DACON,  
Notary Public.



ANNUAL REPORT  
OF THE  
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY CO.,  
TO THE  
BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,  
FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa. 8.  
Page 7. Give the names of your attorneys in Iowa. None.  
Superintendents for Iowa. Robert Williams.  
Division superintendents for Iowa. W. P. Brady, Cedar Rapids, Iowa; George Goodell, Estherville, Iowa.  
Page 11. Total mileage operated in Iowa. 910.90.  
Page 13. Total mileage in Iowa. 1,024.29.  
Page 17. 1—Amount of stock issued for dividends on earnings. None.  
2—Amount of stock per mile of road. \$7,128.28.  
3—Amount of stock representing road in Iowa. \$8,098,528.  
4—Amount of stock held in Iowa. \$4,000.  
Page 19. Amount of funded debt representing road in Iowa. \$12,450,220.  
Page 27. Grand total for Iowa. \$18,557,757.  
Page 33. Taxes paid in Iowa. \$95,387.51.  
Page 45. 1—Operating expenses per mile of road. \$2,517.53.  
2—Operating expenses per train mile. \$77.916.  
3—Proportion of operating expenses and taxes for Iowa. \$93.95.  
4—Percentage of expenses to earnings. \$69.271.  
5—Net earnings per train mile. \$34.56.  
6—Percentage of earnings to stock and debt. \$0.1544.  
7—Percentage of earnings to cost of road and equipment. \$0.1477.  
8—Surplus at the commencement of the year. \$451,077.60.  
9—Surplus at the close of the year. \$612,025.67.  
10—Amount of its own stock owned by the company. None.  
Page 46. Fencing in Iowa. 3.05.  
1—How many miles of new fencing on your road in Iowa?  
2—How many miles of unfenced road in Iowa?  
3—What is the average cost per mile of fencing?  
4—What is the total cost of the same?  
5—How many miles of new fencing built during the year?  
Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots. 135.  
2—Average number of tons in cars when in less than car lots.  
3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight. 300.  
4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.

- a—Total receipts for freight forwarded to points outside the State.  
b—Total receipts for freight received from points outside the State.  
c—Total receipts for freight forwarded to points within the State.  
d—Total receipts for freight received from points within the State.  
e—Total receipts from passengers destined to points outside the State \$76,973.74.  
f—Total receipts from passengers from points outside the State. \$223,697.64.  
g—Total receipts from passengers destined to points within the State.  
h—Total receipts from passengers from points within the State. \$492,638.82.

- 5—Total amount received for local freight. \$654,932.62.  
6—Total amount received for through freight. \$1,807,903.64.  
7—Number of tons of local freight carried. 402,812.  
8—Total amount received from freight originating in Iowa and passing outside the State. \$1,025,869.40.  
9—Total amount received from freight originating outside the State and destined to points in Iowa. \$497,977.50.  
10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line? 24.73.  
11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State? 63.84.  
12—What per cent does the local freight business of Iowa bear to business originating outside the State and destined to points within the State? 131.6.  
13—What per cent does local freight business bear to freight moved across the State, from points outside to points outside the State? 209.48.  
14—What per cent of freight received at each station on your road is local and what per cent interstate?  
15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State? 34.04.  
16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State? 61.76.  
17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State? 34.86.  
18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?  
The B. C. R. & N. Ry. allows the Iowa City Division in addition to its legitimate proportion, 10 per cent.  
The Iowa Falls Division, 20 per cent.  
The Decorah Division, 25 per cent.

- 19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Iowa Falls branch, 281,784 tons.

Milwaukee branch, 43,307 tons.

Clinton branch, 46,697.

Iowa City branch, 51,311 tons.

- Page 64. Tonnage crossing Mississippi River bridge at Davenport for the year ending June 30, 1891: 3,150 tons.

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

- Tonnage crossing Missouri River bridge at ..... for the year ending June 30, 1891:

East bound, number tons.....

West bound, number tons.....

Total tons.....

- Page 69. Under heading "State or Territory" insert Iowa.  
Page 77. Under "Overhead Highway Crossings," insert Overhead Farm Crossings.  
Under "Conduits," insert Farm Crossings, "Under."



## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from congressional grants. None.
- 2—State the number of acres yet to inure to your company from congressional grants.
- 3—State the average price at which these lands have been sold or contracted by the company.
- 4—State the number of acres sold.
- 5—State the amount received from sales.
- 6—State the amount unpaid on outstanding contracts.
- 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.
- 8—State the amount expended in sale and management of lands.
- 9—State the amount of taxes paid on lands.
- 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.
- No congressional land grants.
- 11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.

Impossible to give correctly.

Page 80: What provision, if any, has been made by this road for the payment of its funded debt? Not any.

- 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.

At Burlington Passenger Depot, the Burlington, Cedar Rapids & Northern Railway Company pays the Chicago, Burlington & Quincy Railway Company an annually agreed upon rental, based upon the number of cabooses drawn by their engines to and from depots.

Muscatine Station House, owned by the Chicago, Rock Island & Pacific Railway Company, is used by the Burlington, Cedar Rapids & Northern Railway Company, paying for that privilege one-third of the expenses of the total station services, and \$100 per month for the use of their track to and from said station house.

Worthington Depot is owned by the Chicago, St. Paul, Minneapolis & Omaha Railway Company, and is used jointly with the Burlington, Cedar Rapids & Northern Railway Company, at a monthly compensation, in addition it pays its proportion of expense for the maintenance of named depot.

- 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

The Burlington, Cedar Rapids & Northern Railway Company is a member of the American and Western Ticket and Passenger Association, and also the Western Freight and of the Inter-state Commercial Railway Associations.

- 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

## HISTORY.

Name of common carrier making this report:

Burlington, Cedar Rapids & Northern Railway Company.

Date of organization:

June 22, 1876.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:

In Iowa, under the provision of title 9, chapter 1, of the Code of Iowa, adopted in 1873; re-organized June, 1876, by act of incorporation filed June 22, 1876. In Minnesota, under the general laws of the State of Minnesota, by act of incorporation filed May 26, 1882, and as amended July 17, 1884. In South Dakota, under the general laws of the United States of America, Territory of Dakota, by articles of incorporation filed July 3, 1884, and filed again under the laws of South Dakota, July 31, 1890.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:

The Burlington, Cedar Rapids & Northern Railway was organized in 1876, and by lease, acquired from time to time, the Iowa City & Western, the Cedar Rapids, Iowa Falls & Northwestern, the Cedar Rapids & Clinton, and the Chicago, Decorah & Minnesota Railways, having in all the above railways a majority of the stock to control the operation of the leased lines and guaranteeing the principal and the interest of their bonded indebtedness. The bonded indebtedness of the above lines has been in part consolidated, and in due time the entire consolidation will be accomplished.

Date and authority for each consolidation?

The Burlington, Cedar Rapids & Minnesota Railway June 20, 1868, chapter 22, of the Code of Iowa. The Burlington, Cedar Rapids & Northern Railway June 22, 1876, title 9, chapter 1, of the Code of Iowa.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

The Burlington, Cedar Rapids & Northern Railway is a reorganized company, created by the foreclosure and purchase of the Burlington, Cedar Rapids & Minnesota Railway, a corporation formed by the consolidation of the Cedar Rapids & Burlington and the Cedar Rapids & St. Paul Railways, June 20, 1868. The act of incorporation of said Burlington, Cedar Rapids & Minnesota Railway existing under the provision of chapter 22 of the Code of Iowa, were filed for record March 27, 1871, February 27, 1872, and again, as amended, June 22, 1873.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thos. Hodge.....	Burlington, Iowa.....	Expires May, 1894.
Geo. W. Cable.....	Rock Island, Ill.....	Expires May, 1894.
J. Carskadden.....	Muscatine, Iowa.....	Expires May, 1894.
E. K. Cable.....	Chicago, Ill.....	Expires May, 1893.
E. S. Bailey.....	Clinton, Iowa.....	Expires May, 1893.
C. P. Seales.....	Burlington, Iowa.....	Expires May, 1893.
Lyman Cook.....	Burlington, Iowa.....	Expires May, 1893.
F. H. Griggs.....	Davenport, Iowa.....	Expires May, 1893.
J. O. Peasley.....	Chicago, Ill.....	Expires May, 1892.
J. W. Blythe.....	Burlington, Iowa.....	Expires May, 1892.
W. G. Purdy.....	Chicago, Ill.....	Expires May, 1892.
W. H. Truesdale.....	Minneapolis, Minn.....	Expires May, 1892.
C. J. Ives.....	Cedar Rapids, Iowa.....	Expires May, 1894.

Total number of stockholders at date of last election:

Three hundred and forty-two.

Date of last meeting of stockholders for election of directors.

May 26, 1891.

Give post-office address of general office.

Cedar Rapids, Iowa.

Give post-office address of operating office.

Cedar Rapids Iowa.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	C. L. Ives.....	Cedar Rapids, Iowa.
President.....	C. L. Ives.....	Cedar Rapids, Iowa.
Vice-President.....	Robert Williams.....	Cedar Rapids, Iowa.
Secretary.....	S. S. Dorwart.....	Cedar Rapids, Iowa.
Treasurer.....	H. H. Hollister.....	New York, N. Y.
Assistant Treasurer.....	S. S. Dorwart.....	Cedar Rapids, Iowa.
General Solicitor.....	S. K. Tracy.....	Burlington, Iowa.
Auditor.....	J. C. Brooksmith.....	Cedar Rapids, Iowa.
Chief Engineer.....	H. F. White.....	Cedar Rapids, Iowa.
General Superintendent.....	C. L. Ives.....	Cedar Rapids, Iowa.
Division Superintendent.....	W. P. Beady.....	Cedar Rapids, Iowa.
Division Superintendent.....	George Goodell.....	Katherville, Iowa.
Superintendent.....	Robert Williams.....	Cedar Rapids, Iowa.
Superintendent of Telegraph.....	W. P. Ward.....	Cedar Rapids, Iowa.
General Freight Agent.....	C. D. Ives.....	Cedar Rapids, Iowa.
Assistant General Freight Agent.....	P. H. Simmons.....	Cedar Rapids, Iowa.
General Passenger Agent.....	J. E. Hannegan.....	Cedar Rapids, Iowa.
General Ticket Agent.....	J. E. Hannegan.....	Cedar Rapids, Iowa.
General Baggage Agent.....	J. E. Hannegan.....	Cedar Rapids, Iowa.



## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Burlington, Cedar Rapids & Northern Railway—				
A—Main Line	Burlington, Iowa.	Albert Lea, Minnesota.	241.59	
B—Milwaukee Division	Lewis Junction, Iowa.	Postville, Iowa.	94.13	
C—Muscatine Division	Muscatine, Iowa.	Riverside, Iowa.	30.38	
D—Pacific Division	Vinton, Iowa.	Holland, Iowa.	48.12	414.65
E—Iowa City & Western Railway.	Iowa City, Iowa.	What Cheer, Iowa.	57.22	
F—Montezuma Branch.	Thornburg, Iowa.	Montezuma, Iowa.	13.80	73.02
G—Cedar Rapids, Iowa Falls & Northwestern Ry.	Holland, Iowa.	Watertown, South Dakota.	227.02	
H—Dows Extension.	Dows, Iowa.	Madison Junction, Iowa.	42.50	
I—Sioux Falls Extension.	Ellsworth, Minnesota.	Sioux Falls, South Dakota.	41.07	
J—Lake Park Extension.	Lake Park, Iowa.	Worthington, Minnesota.	17.71	
K—Trosky Extension.	Trosky, Minnesota.	Quarry, Minnesota.	5.41	434.61
L—Cedar Rapids & Clinton Ry.	Iowa City, Iowa.	Clinton, Iowa.	70.30	
M—Quarry Line.	Near Plato, Iowa.	Quarry, Iowa.	2.74	81.94
N—Chicago, Decorah & Minnesota Ry.	Postville Junction, Iowa.	Decorah, Iowa.	23.30	22.30
O—Iowa Central Ry.	Manly Junction, Iowa.	Northwood, Iowa.	11.29	11.29
P—Waverly Short Line.	Waverly Junction.	Waverly, Iowa.	5.68	5.68
Q—Davenport, Iowa & Dakota Ry.	Near Bennet, Iowa.	Davenport, Iowa.	31.09	31.09
R—Minneapolis & St. Louis Ry.	Madison Junction, Iowa.	Forest City, Iowa.	7.20	7.20
Total mileage operated			1,082.52	1,082.88

## EXPLANATORY REMARKS.

Previous to January 1, 1891, total miles operated in Iowa, 879.81. From January 1, 1891, to June 30, 1891, total miles operated in Iowa, 910.00.

Total mileage in Iowa:

Main lines	910.00
Side tracks	113.39

Total mileage in Iowa 1,023.39

This duplicate lease and agreement, made this third day of December, A. D. 1890, by and between the Davenport, Iowa & Dakota Railroad Company, a corporation existing under the laws of the State of Iowa, of the first part, and the Burlington, Cedar Rapids & Northern Railway Company, a corporation existing under the laws of the State of Iowa, of the second part, witnesseth: That the said first party for and in consideration of the agreements by the second party as hereinafter specified and the covenants herein contained, has leased, and by these presents doth grant, demise and lease unto the second party its successors and assigns, all of the railroad of the first party extending from the east line of Brady street, in the city of Davenport, Scott county, Iowa, to the junction of said line of railroad with the Cedar Rapids & Clinton Railroad, together with all the rights of the first party in and to the grounds granted by the city of Davenport to the first party for depot purposes, together with the use of all of the right of way of the first party on said line of road hereinafter described, as well as the use and occupation of all lands owned and controlled by said first party on and along said line of railroad for the full term of five years from and after the first day of December, 1890, and up to the first day of December, 1895.

And the said second party, in consideration of this lease and the covenants herein contained on the part of the first party, hereby covenants and agrees to deliver to said first party thirty bonds of the second party of the par value of one thousand (1,000) dollars each, the proceeds therefrom to be used by the first party for the payment of right of way along the line of first party, and in settlement of amount due the Chicago, Milwaukee & St. Paul Railroad Company for the construction of a certain portion of first parties line of road extending from Brady street to Centennial street in the city of Davenport.

And the second party covenants and agrees that it will construct the necessary side-tracks along the line of said road hereby leased, and also construct the necessary freight and passenger depots in the city of Davenport and along said leased line, and will also construct the necessary fences required by law along said leased line; and the said second party further agrees to place said leased premises as soon as practicable in a condition for operation, and does hereby agree to commence the operation of said line of road for public business on or before ninety days from the date of this instrument, and to continue the operation of said road during this lease; and the said second party further agrees to keep said line of road and improvement thereon in good repair and to maintain the road bed of the first party hereby leased, in good condition during the term of said lease.

And it is hereby further agreed that the non-performance by the second party of the conditions and covenants hereby agreed to be kept and performed by the second party, shall authorize the first party at its option to terminate this lease, and should the first party so elect then upon giving the second party a written notice of such election this lease shall terminate within sixty days from the time of serving such notice, and the first party shall thereupon be entitled to immediately take possession of said leased premises.

Said first party agrees and covenants that upon the fulfillment of the covenants herein made by the second party, to maintain said second party, its successors and assigns in the lawful use and possession of said premises until the end of said term.

In witness whereof the said parties to these presents have caused the same to be executed by the president and attested by the secretary, and the seal of said parties hereunto affixed

DAVENPORT, IOWA & DAKOTA RAILROAD COMPANY.

(Signed by)

W. C. WADSWORTH, Its President.

ATTEST:

H. C. FULTON, Secretary.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY,

(Signed by)

C. J. IVES, Its President.

ATTEST:

S. S. DORWART, Secretary.

A copy of the existing contract has been furnished the Inter-State Commerce Commission, together with report for the year ending June 30, 1890. In addition hereunto a copy of the lease with the Davenport, Iowa & Dakota Railway Company.



## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING THE YEAR.	
					Rate.	Amount.
Capital stock, Burlington, Cedar Rapids & Northern Railway, common.....	300,000	\$100.00	\$ 30,000,000.00	5,500,000.00		
Leased lines, common.....	240,000	100.00	24,000,000.00	1,735,000.00		
Total.....	540,000	\$100.00	\$ 54,000,000.00	7,235,000.00		

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during the year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized	REMARKS.
Issued for construction, common, a.....		\$ 17,350	17,350	\$ 1,735,000.00	
Issued for reorganization, common, c.....		55,000	55,000		
Total.....		\$ 72,350	72,350		

a. Under the contract with the leased lines the controlling amount of stock is issued to the Burlington, Cedar Rapids & Northern Railway Company, out of which, from time to time the stock is to be issued on the certificates of the county treasurers for the local aid under the law governing such.

c. For each main line bond, \$800 in bonds and seven shares of stock; for each Milwaukee Division bond, \$500 in bonds and five shares of stock; for each Pacific Division bond, \$250 in bonds and 2½ shares of stock; for Muscatine Division bonds, \$300 in bonds and three shares of stock.

1. Stock issued for dividend earnings.....	None.	
2. Amount of stock per mile of road.....		\$ 7,128.28
3. (On mileage basis), stock in Iowa.....		6,089,628.00
4. Amount of stock held in Iowa, 849 shares, or.....		4,900.00

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of author- ized issue.	Amount issued.	Amount outstand- ing.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate.	When paya- ble.	Amount ac- rued dur- ing year.	Amount paid during year.
FIRST MORTGAGE—										
* B. C. R. & N. R'y.....	June, 1877	June, 1906	\$ .....	\$ 6,500,000.00	\$ 6,500,000.00	+ None	5 Dec.	June	\$ 325,000.00	\$ 325,000.00
+ M. & St. L. R'y.....	June, 1877	June, 1920	150,000.00	150,000.00	150,000.00	None	7 Dec.	June	10,500.00	10,500.00
Iowa City & Western R'y.....	Sept., 1879	Sept., 1909	1,000,000.00	584,000.00	584,000.00	585,920.00	7 Mar.	Sept.	40,880.00	40,880.00
C. R., I. F. & N. W. R'y.....	Oct., 1880	Oct., 1920	1,300,000.00	825,000.00	825,000.00	783,125.00	6 April.	Oct.	49,500.00	49,500.00
C. R., I. F. & N. W. R'y.....	Oct., 1881	Oct., 1921	10,000,000.00	1,905,000.00	1,905,000.00	1,700,000.00	5 April.	Oct.	95,250.00	95,250.00
Consolidated Railway.....	April, 1884	April, 1964	Not limited.	1,000,000.00	5,000,000.00	4,116,802.50	5 Oct.	April	250,000.00	250,000.00
Grand total.....			\$.....	\$ 14,964,000.00	\$ 14,964,000.00	\$ 7,165,847.50	..		\$ 771,130.00	\$ 771,130.00

\* Issued in lieu of the Burlington, Cedar Rapids & Minnesota Railway bonds and stock at the time of its re-organization, June 23, 1876.

+ Bonds issued by the Minneapolis & St. Louis Railway Company, but assumed and made payable by the Burlington, Cedar Rapids & Northern Railway Company, guaranteeing the interest on the same at 7 per cent per annum.

\* For each main line bond, \$800 in bonds and seven shares of stock; for each Milwaukee Division bond, \$500 in bonds and five shares of stock; for each Pacific Division bond, \$250 in bonds and 2½ shares of stock; for each Muscatine Division bond, \$300 in bonds and three shares of stock.

NOTE—The main line, Milwaukee, Pacific and Muscatine Divisions from the Burlington, Cedar Rapids & Northern Railway proper or 8402.08 miles of its entire mileage.



## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount out-standing.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 14,964,000	\$ 14,964,000	\$ 771,130	\$ 771,130
Total.....	\$ 14,964,000	\$ 14,964,000	\$ 771,130	\$ 771,130

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 287,483.39
Bills receivable.....	25,491.85
Due from agents.....	78,660.08
Net traffic balances due from other companies.....	59,341.73
Due from solvent companies and individuals.....	28,714.22
Other cash assets (excluding "Materials and Supplies").....	630.00
Balance—current liabilities.....	16,608.57
Total.....	\$.....

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Audited vouchers and accounts.....	\$ 242,436.07
Wages and salaries.....	250,799.10
Matured interest coupons unpaid (including coupons due July 1).....	3,694.67
Total.....	\$ 496,929.84
Materials and supplies on hand.....	\$ 184,312.16

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock.....	\$ 7,235,000.00	\$ 7,235,000.00	*1,014.97	\$ 7,128.68
Bonds.....	14,964,000.00	14,964,000.00	1,027.54	14,562.93
Total.....	\$22,199,000.00	\$22,199,000.00		\$ 21,691.61

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED)  
THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Burlington, Cedar Rapids & Northern Railway.....	\$ 5,500,000	\$ 6,500,000	\$.....	\$ 12,000,000.00	.....	.....
Minneapolis & St. Louis R'y.....	.....	150,000	.....	150,000.00	.....	.....
Iowa City & Western R'y.....	600,000	584,000	.....	1,184,000.00	.....	.....
C. R. Iowa Falls & N. W. R'y.....	605,000	2,730,000	.....	3,335,000.00	.....	.....
Cedar Rapids & Clinton R'y.....	300,000	.....	.....	300,000.00	.....	.....
Chl., Decorah & Minn. R'y.....	230,000	.....	.....	230,000.00	.....	.....
Consolidated R'y.....	.....	5,000,000	.....	5,000,000.00	.....	.....
Total.....	\$ 7,235,000	\$ 14,964,000	\$ 496,929.84	\$ 22,695,929.84	1,027.54	\$ 22,087.63

\*Exclusive of the 12.57 miles leased from the M. St. L. Ry. on which no stock has been issued by the Burlington, Cedar Rapids & Northern Railway Company.

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.			
CONSTRUCTION—					
Right of way.....	\$ 782.77	\$ 2,250.00	\$.....	\$.....	\$.....
Other real estate.....	.....	.....	.....	.....	.....
Fences.....	7,705.19	7,560.70	.....	.....	.....
Grading and bridge and culvert masonry.....	3,597.51	322.20	.....	.....	.....
Bridges and trestles.....	.....	454.09	.....	.....	.....
Rails.....	.....	12,767.80	.....	.....	.....
Ties.....	.....	10,016.50	.....	.....	.....
Buildings, furniture and fixtures.....	18,331.57	1,700.75	.....	.....	.....
Shop machinery and tools.....	.....	549.73	.....	.....	.....
Engineering expenses.....	20,060.79	515.84	.....	.....	.....
Sidings and yard extensions.....	3,632.75	1,610.11	.....	.....	.....
Other items.....	.....	12,852.78	.....	.....	.....
Total construction.....	\$ 55,890.58	\$ 64,500.615.44	\$ 20,122,906.75	\$ 20,173,522.19	\$ 19,653.21
EQUIPMENT—					
Locomotives (a).....	.....	.....	.....	.....	.....
Passenger cars (b).....	.....	5,145.67	.....	.....	.....
Freight cars (a).....	.....	30,355.00	.....	.....	.....
Total equipment.....	.....	\$ 34,500.67	\$ 60,240.00	\$ 3,450,211.97	\$ 3,454.40
Grand total cost construction, equipment, etc.....	.....	.....	\$ 110,854.44	\$ 23,623,734.16	\$ 23,087.60
Grand total cost construction, equipment, etc., State of Iowa.....	.....	.....	.....	\$ 19,752,365.50	\$ 23,087.60

(a) Purchase price of twenty furniture cars; putting car couplers on freight cars; putting air brakes on freight cars.

(b) Purchase price of three passenger coaches.

(c) Putting air brakes on locomotives.

(d) Expenditures for the construction of the Trosky Quarry Branch, also in part the expense of the property leased Davenport, Iowa & Dakota Railway, not completed at the time the line came under the control of the Burlington, Cedar Rapids & Northern Railway Company.



## INCOME ACCOUNT.

Gross earnings from operation.....	\$3,504,561.42	
Less operating expenses.....	2,438,452.28	
Income from operation.....		\$1,066,109.14
Miscellaneous income—less expenses.....	\$ 71,562.26	
Income from other sources.....	71,562.26	\$ 71,562.26
Total income.....		\$1,137,671.40
DEDUCTIONS FROM INCOME--		
Interest on funded debt accrued.....	a \$ 771,130.00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	4,710.67	
Rents.....	14,000.00	
Taxes.....	103,967.83	
Permanent improvements.....	55,899.58	
Other deductions.....	27,015.45	
Total deductions from income.....		\$ 976,723.53
Net income.....		\$ 160,947.87
Surplus from operations of year ending June 30, 1891.....		\$ 160,947.87
Surplus on June 30, 1890.....		451,077.80
Surplus on June 30, 1891.....		\$ 612,025.67

(a) Included in this amount is the interest paid on the bonds assessed from the Minneapolis & St. Louis Railway Company, to the amount of \$150,000, at 7 per cent per annum.

## EARNINGS FROM OPERATION—STATE OF IOWA.

PASSENGER--		
Passenger revenue.....	\$ 710,292.75	
Total passenger revenue.....		\$ 710,292.75
Mall.....	79,973.72	
Express.....	53,066.16	
Total passenger earnings.....		\$ 843,332.63
FREIGHT--		
Freight revenue.....	\$2,462,946.26	
Total freight revenue.....		\$2,462,946.26
Total freight earnings.....		\$2,462,946.26
Total passenger and freight earnings.....		\$3,306,278.89
OTHER EARNINGS FROM OPERATION--		
Rents from tracks, yards and terminals.....	4,200.00	
Total other earnings.....		\$ 4,200.00
Total gross earnings from operation, Iowa.....		\$3,310,478.89
Total gross earnings from operation, entire line.....		\$3,504,561.42

## STOCKS OWNED.

NAME.	Total par value	Rate.	Income or dividend received.	Valuation.
Iowa City & Western Railway, 6,000 shares.....	\$ 600,000.00			\$ 600,000.00
Cedar Rapids, Iowa Falls & N. W. R'y, 6,050 shares.....	605,000.00			605,000.00
Cedar Rapids & Clinton Railway, 3,000 shares.....	300,000.00			300,000.00
Chicago, Decorah & Minnesota Railway, 2,300 shares.....	230,000.00			230,000.00
Total.....	\$ 1,735,000.00			\$ 1,735,000.00

Under the contract with the leased lines the controlling amount of stock is issued by the Burlington, Cedar Rapids & Northern Railway Company, out of which from time to time the stock is to be issued on the certificates of the county treasurers for the local aid under the law governing such.

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY USING PROPERTY LEASED.	ITEM.	TOTAL.
TRACKS:				
Third rail.....	Mediapolis.....	Burlington & N. W. R'y Co	\$ 4,200.00	\$ 4,200.00
Total.....			\$ 4,200.00	\$ 4,200.00

## MISCELLANEOUS INCOME.

Miscellaneous receipts.....	\$ 70,984.76
Lots leased and sold.....	577.50
Total.....	\$ 71,562.26

## EXPLANATORY REMARKS.

- This exclusive of printing and stationery expenses, an expenditure heretofore charged to station supply.
- On account of Pullman Palace Cars.
- Not charged to operating expenses, but deducted from income account.
- Have none.

## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES--			
Repair of roadway.....	\$ 159,561.61	\$ 267,973.69	\$ 426,535.30
Renewals of rails.....	8,970.00	15,013.95	23,983.95
Renewals of ties.....	49,593.24	83,009.01	132,602.25
Repairs of bridges and culverts.....	41,855.22	70,057.15	111,912.37
Repairs of fences, road-crossings, signs and cattle-guards.....	6,051.26	10,128.60	16,179.86
Repairs of buildings.....	16,984.15	28,428.03	45,412.18
Repairs of telegraph.....	2,474.55	4,141.93	6,616.48
Other expenses.....	3,344.91	5,998.72	9,343.63
Total.....	\$ 228,834.94	\$ 483,451.08	\$ 712,286.02



## OPERATING EXPENSES—CONTINUED.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF EQUIPMENT—</b>			
Repairs and renewals of locomotives	\$ 42,000.00	\$ 90,890.10	\$ 132,890.10
Repairs and renewals of passenger cars	32,726.60		32,726.60
Repairs and renewals of freight cars		231,003.34	231,003.34
Shop machinery, tools, etc.	3,470.30	5,808.60	9,278.90
Other expenses	3,813.69	6,383.36	10,197.05
<b>Total</b>	<b>\$ 82,070.59</b>	<b>\$ 304,085.40</b>	<b>\$ 416,155.99</b>
<b>CONDUCTING TRANSPORTATION—</b>			
Wages of engineers, firemen and roundhousemen	\$ 92,858.81	\$ 177,995.09	\$ 270,853.90
Fuel for locomotives	68,803.20	149,355.80	218,159.00
Water-supply for locomotives	6,044.41	10,117.12	16,161.53
All other supplies for locomotives	3,735.90	8,130.10	11,866.00
Wages of other trainmen	42,794.03	126,878.50	169,672.53
All other train supplies	11,024.68	21,567.29	32,591.97
Wages of switchmen, flagmen, and watchmen		41,176.50	41,176.50
Expense of telegraph, including train dispatchers and operators	13,821.49	45,722.23	59,543.72
Wages of station agents, clerks, and laborers	32,113.72	130,970.28	163,084.00
(a) Station supplies	6,085.19	20,104.09	26,189.28
Switching charges—balance			10,819.83
(b) Car mileage	10,819.83	16,959.97	27,779.80
Loss and damage	5,167.50		5,167.50
(c) Injuries to persons			888.30
Other expenses	888.30		888.30
<b>Total</b>	<b>\$ 294,157.06</b>	<b>\$ 748,976.97</b>	<b>\$ 1,043,134.03</b>
<b>GENERAL EXPENSES:</b>			
Salaries of officers	\$ 18,353.01	\$ 30,729.72	\$ 49,082.73
Salaries of clerks	16,941.17	28,356.10	45,297.27
General office expenses and supplies	4,647.26	7,578.59	12,225.85
Agencies, including salaries and rent	2,349.10	3,931.94	6,281.04
Advertising	7,950.59	88.19	8,038.78
Commissions	23,304.91	975.57	24,280.48
Insurance	4,488.00	7,512.00	12,000.00
Expense of traffic associations		3,468.37	3,468.37
Rents for tracks, yards and terminals	1,755.80	2,944.20	4,700.00
Rents not otherwise provided for	1,640.20	2,769.42	4,409.62
Legal expenses	3,654.57	6,117.02	9,771.59
Stationery and printing	11,524.32	15,604.28	27,128.60
<b>Total</b>	<b>\$ 96,618.83</b>	<b>\$ 110,237.41</b>	<b>\$ 206,856.24</b>
<b>RECAPITULATION OF EXPENSES:</b>			
Maintenance of way and structures	\$ 288,834.94	\$ 483,451.08	\$ 772,286.02
Maintenance of equipment	82,070.59	334,085.40	416,155.99
Conducting transportation	294,157.06	748,976.97	1,043,134.03
General expenses	96,618.83	110,237.41	206,856.24
<b>Grand total</b>	<b>\$ 761,681.42</b>	<b>\$ 1,676,770.86</b>	<b>\$ 2,438,452.28</b>
Percentage of expenses to earnings—entire line			60.29
<b>OPERATING EXPENSES—STATE OF IOWA—</b>			
Maintenance of way and structures	\$ 271,632.75	\$ 454,058.13	\$ 725,690.88
Maintenance of equipment	77,032.38	313,576.10	390,608.48
Conducting transportation	276,853.11	704,921.42	981,774.53
General expenses	90,862.58	103,688.60	194,551.18
<b>Total</b>	<b>\$ 716,380.82</b>	<b>\$ 1,575,844.25</b>	<b>\$ 2,293,225.07</b>
Percentage of expenses to earnings—Iowa			69.27

## RENTALS PAID.

## RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Minneapolis & St. Louis R'y	\$ 10,500.00			\$ 10,500.00
Iowa Central R'y			14,000.00	14,000.00
<b>Total rents</b>	<b>\$ 10,500.00</b>		<b>\$ 14,000.00</b>	<b>\$ 24,500.00</b>

## RENTS PAID FOR LEASE OF OTHER PROPERTY.

DESIGNATION AND SITUATION OF PROPERTY LEASED.	NAME OF COMPANY OWNING PROPERTY LEASED.	ITEM.	TOTAL.
<b>TRACKS:</b> From Madison Junction to Forest City, Iowa	Minneapolis & St. Louis Railway Company	\$ 3,150.00	\$ 3,150.00
<b>TERMINALS:</b> Muscatine What Cheer	Chicago, R. I. & P. Railway Co. What Cheer Mining Co.	1,200.00 350.00	
<b>Total</b>		\$ 1,550.00	\$ 1,550.00
<b>Grand total rents paid</b>			\$ 4,700.00

## EXPLANATORY REMARKS.

Our last report to the Railroad Commissioners of Iowa state the cost of road June 30, 1890, at \$20,207,519.69, an increase over the previous year of \$84,712.94. The Inter-State Commerce Committee suggested that the amount of \$84,712.94 should not be added to the cost of road, as was done, but be deducted from the income account only (see your printed report, page 115); and that the new equipment (also being deducted from the income account) was properly an addition to the cost of consolidated road and equipment. Complying with the suggestion of the Inter-State Commerce Committee, we corrected our report to them and made the cost of road as suggested. The deduction from income account being made, other changes were made necessary, by which the surplus of June 30, 1890, was made to read \$451,077.50.

The information received from the I. C. C. reached us on the 29th of January, 1891, too late to be of use to the Railroad Commissioners of Iowa.

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road	\$ 20,122,006.75	\$ 20,173,522.19	\$ 50,515.44	
Cost of equipment	3,489,211.97	3,549,460.97	60,249.00	
Stocks of other companies owned	1,735,000.00	1,735,000.00		
Other permanent investments	244,547.24	245,454.44	907.20	
<b>OTHER ASSETS—</b>				
Materials and supplies	172,823.54	184,312.16	11,488.62	
Profit and loss	148,317.78	163,732.00	15,414.22	
<b>Grand total</b>	<b>\$ 25,912,897.28</b>	<b>\$ 26,051,481.76</b>	<b>\$ 138,584.48</b>	



## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 7,235,000.00	\$ 7,235,000.00		
Funded debt outstanding .....	14,964,000.00	14,964,000.00		
Current liabilities.....	38,881.96	16,008.75		22,873.21
Additional improvement and equipment.....	3,223,847.52	3,223,847.52		
Income account.....	451,977.80	612,025.67	160,047.87	
Profit and loss.....				
Grand total.....	\$ 25,912,807.28	\$ 26,051,481.76	138,674.48	

## IMPORTANT CHANGES DURING THE YEAR—STATE OF IOWA.

## EXTENSIONS OF ROAD PUT IN OPERATION.

During the year a westerly extension of the Cedar Rapids, Iowa Falls & Northwestern Railway was accomplished by the building of a branch line, 5.41 miles long, connecting this railway with the valuable quarries located in that region.

During the same period this company has operated since January 1, 1891, the partly finished line known as the Davenport, Iowa & Dakota Railway, its length is 31.09 miles and runs from the city of Davenport to a point on the Cedar Rapids & Clinton Railway, three miles east of Bennett station. Arrangement for the definite possession of the road have up to this time not been completed, but may ultimately lead to the purchase of the property.

The contract or lease under which the line is operated by the Burlington Cedar Rapids & Northern Railway Company is hereby submitted. See property leased.

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## EXPRESS COMPANIES.

The United States Express Company operates all the lines of the Burlington, Cedar Rapids & Northern Railway Company, at a monthly payment of \$4,900.00 or \$58,800.00 per annum. If 40 per cent of their gross earnings exceed the sum of \$58,800.00 then this excess to be turned over to the Burlington, Cedar Rapids & Northern Railway Company.

## MAILS.

No fixed contract. The rate of compensation for carrying the United States mail is based upon the weighing of mail for periods fixed by the government.

## SLEEPING, PARLOR OR DINING CAR COMPANIES.

Sleeping cars are owned by the Pullman Palace Car Company. The Burlington, Cedar Rapids & Northern Railway Company pays for the use of such cars three cents per mile run. Contract expires March 7, 1893.

## FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

Have none.

## OTHER RAILROAD COMPANIES.

Running arrangements has been made with the Minneapolis & St. Louis Railway Company between Madison Junction and Forest City with jointly use of depot facilities, at a monthly payment of \$202.50. Contract expires August 1, 1892. Freight traffic arrangements are kept with the following railway companies:

Chicago, Rock Island & Pacific Railway.  
Chicago, Burlington & Quincy Railway.  
Chicago, & Northwestern Railway.  
Chicago, Milwaukee & St. Paul Railway.  
Minneapolis & St. Louis Railway.  
Iowa Central Railway.  
Illinois Central Railway and its tributaries.

Also through traffic arrangements with the following railways:

Minneapolis & St. Louis Railway.  
Chicago, Rock Island & Pacific Railway.  
Chicago, Burlington & Quincy Railway and its tributaries.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED			Amount of mort- gage per mile of line.	What equipment mortgaged.	What income mortgaged.
	FROM—	TO—	Miles.			
First mortgage.....	Burlington.....	State Line.....	258.5	15,000 All.	None.	None.
First mortgage.....	Vinton.....	Holland.....	47.4	15,000 All.	None.	None.
First mortgage.....	Linn Junction.....	Postville.....	94.1	15,000 All.	None.	None.
First mortgage.....	Muscatine.....	Riverside.....	39.7	15,000 All.	None.	None.
First mortgage.....	Iowa City.....	What Cheer.....	73.33	15,000 All.	None.	None.
First mortgage.....	Thornburg.....	Montezuma.....	182	15,000 All.	None.	None.
First mortgage.....	Holland.....	Worthington.....	163.11.6	15,000 All.	None.	None.
First mortgage.....	Lake Park.....	Watertown.....	41.07	15,000 All.	None.	None.
First mortgage.....	Dows.....	Madison.....	42.50	15,000 All.	None.	None.
First mortgage.....	Ellsworth.....	Sioux Falls.....	5.41	15,000 All.	None.	None.
First mortgage.....	Postville.....	Decorah.....	25.5	15,000 All.	None.	None.
First mortgage.....	Clinton.....	Iowa City.....	81.65	15,000 All.	None.	None.
First mortgage.....	State Line.....	Albert Lea.....	12.57	15,000 All.	None.	None.
Total.....			1,022.73.6			

## EMPLOYES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total No. of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	15	4,690	\$ 49,074.60	\$ 10.45
General office clerks.....	76	23,592	45,297.27	1.92
Station agents.....	149	45,892	85,350.12	1.80
Other station men.....	160	45,440	74,970.00	1.65
Enginemen.....	100	29,860	107,406.00	3.60
Firemen.....	110	31,140	70,065.00	2.25
Conductors.....	78	23,108	71,634.65	3.10
Other trainmen.....	167	47,680	88,642.65	1.86
Machinists.....	70	21,770	48,982.50	2.25
Carpenters.....	146	44,253	84,080.70	1.90
Other shopmen.....	390	123,650	185,475.00	1.50
Section foremen.....	151	47,112	75,379.20	1.60
Other trackmen.....	692	182,000	227,500.00	1.25
Switchmen, flagmen, and watchmen.....	65	18,032	39,064.00	2.00
Telegraph operators and dispatchers.....	12	4,850	12,610.00	2.60
All other employees and laborers.....	300	59,688		
Total (including general officers)—Iowa.....	2,748	752,763	\$ 1,352,168.87	
Less general officers.....	15	4,690	49,074.60	
Total (excluding general officers)—Iowa.....	2,733	748,073	\$ 1,303,094.24	
DISTRIBUTION OF ABOVE—				
General administration.....	90	28,288	\$ 94,371.90	
Maintenance of way and structures.....	1,253	301,974	451,687.60	
Maintenance of equipment.....	556	175,275	230,961.10	
Conducting transportation.....	840	247,226	534,148.27	
Total (including general officers)—Iowa.....	2,748	752,763	\$ 1,352,168.87	
Less general officers.....	15	4,690	49,074.60	
Total (excluding general officers)—Iowa.....	2,733	748,073	\$ 1,303,094.24	
Total (including general officers)—entire line.....	2,988	802,429	\$ 1,434,608.12	

(a) Switching mileage given here is terminal switching, and computed at the basis of six miles per hour for the time engine is in service.



## PASSENGER, FREIGHT AND TRAIN MILEAGE—STATE OF IOWA.

<b>PASSENGER TRAFFIC—</b>		
Number of passengers carried earning revenue.....	542,337	
Number of passengers carried one mile.....	28,589,099	
Average distance carried, miles.....	52.71	
Total passenger revenue.....		\$ 710,292.75
Average amount received from each passenger.....		1.30.998
Average receipts per passenger per mile.....		.02.484
Estimated cost of carrying each passenger one mile.....		.02.505
Total passenger earnings.....	843,382.63	
Passenger earnings per mile of road operated (miles 895.37)....	941.88	
Passenger earnings per train mile (miles 1,857.408).....	.77.664	
<b>FREIGHT TRAFFIC—</b>		
Number of tons carried of freight earning revenue.....	1,069,744	
Number of tons carried one mile.....	213,189,336	
Average distance haul of one ton.....	141.208	
Total freight revenue.....		2,462,946.36
Average amount received for each ton of freight.....		1.63.136
Average receipts per ton per mile.....		.01.155
Estimated cost of carrying one ton one mile.....		.00.786
Total freight earnings.....	2,462,946.26	
Freight earnings per mile of road, (aver. 895.37 miles).....	2,750.75	
Freight earnings per train mile, (1,857.408 miles).....	1.32.601	
<b>PASSENGER AND FREIGHT—</b>		
Passenger and freight revenue.....	3,173,239.01	
Passenger and freight revenue per mile of road.....	3,544.05	
Passenger and freight earnings.....	3,306,278.89	
Passenger and freight earnings per mile of road.....	3,692.63	
Gross earnings from operation.....	3,310,478.69	
Gross earnings from operation per mile of road.....	3,697.93	
Expenses.....	2,203,225.07	
Expenses per mile of road.....	2,561.20	
<b>TRAIN MILEAGE—</b>		
Miles run by passenger trains.....	1,943,796	
Miles run by freight trains.....	1,731,182	
Miles run by mixed trains.....	168,900	
Total mileage trains earning revenue.....	2,943,189	
(a) Miles run by switching trains.....	335,285	
Miles run by construction and other trains.....	74,095	
Grand total train mileage.....	3,352,569	
Mileage of loaded freight cars—north or east.....	11,460,165	
Mileage of loaded freight cars—south or west.....	10,303,421	
Mileage of empty freight cars—north or east.....	2,877,611	
Mileage of empty freight cars—south or west.....	3,734,673	
Average number of freight cars in train.....	30.90	
Average number of loaded cars in train.....	22.31	
Average number of empty cars in train.....	8.59	
Average number of tons of freight in train.....	267.72	
Average number of tons of freight in each loaded car.....	12.00	

## PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

<b>PASSENGER TRAFFIC:</b>		
Number of passengers carried earning revenue.....	631,179	
Number of passengers carried one mile.....	30,011,405	
Average distance carried, miles.....	49.134	
Total passenger revenue.....		\$ 748,337.74
Average amount received from each passenger.....		1.18.563
Average receipts per passenger per mile.....		.02.493
Estimated cost of carrying each passenger one mile.....		.02.537
Total passenger earnings.....	901,179.34	
Passenger earnings per mile of road (886.00 miles).....	842.49.9	
Passenger earnings per train mile.....	.76.770	
<b>FREIGHT TRAFFIC:</b>		
Number of tons carried of freight earning revenue.....	1,509,744	
Number of tons carried one mile.....	222,285,007	
Average distance haul of one ton.....	147.23	
Total freight revenue.....		2,590,182.08
Average amount received for each ton of freight.....		1.72.160
Average receipts per ton per mile.....		.01.169
Estimated cost of carrying one ton one mile.....		.00.754
Total freight earnings.....	2,590,182.08	
Freight earnings per mile of road.....	2,429.03	
Freight earnings per train mile.....	1.32.297	
<b>PASSENGER AND FREIGHT:</b>		
Passenger and freight revenue.....	4,347,519.82	
Passenger and freight revenue per mile of road.....	3,129.54	
Passenger and freight earnings.....	3,500,361.42	
Passenger and freight earnings per mile of road.....	3,272.43	
Gross earnings from operation.....	3,504,561.42	
Gross earnings from operation per mile of road.....	3,276.36	
Expenses.....	2,428,462.28	
Expenses per mile of road.....	2,279.67	
<b>TRAIN MILEAGE:</b>		
Miles run by passenger trains.....	1,130,706	
Miles run by freight trains.....	1,835,198	
Miles run by mixed trains.....	172,600	
Total mileage trains earning revenue.....	3,138,504	
Miles run by switching trains.....	362,125	
Miles run by construction and other trains.....	74,095	
Grand total train mileage.....	3,574,724	
Mileage of loaded freight cars—north or east.....	12,882,722	
Mileage of loaded freight cars—south or west.....	11,969,313	
Mileage of empty freight cars—north or east.....	3,257,702	
Mileage of empty freight cars—south or west.....	4,154,178	
Average number of freight cars in train.....	30.90	
Average number of loaded cars in train.....	22.31	
Average number of empty cars in train.....	8.59	
Average number of tons of freight in train.....	267.72	
Average number of tons of freight in each loaded car.....	12.00	



REPORT OF RAILROAD COMMISSIONERS.  
FREIGHT TRAFFIC MOVEMENT--STATE OF IOWA.  
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
<b>PRODUCTS OF AGRICULTURE—</b>				
Grain.....	260,722	68,232	328,950	21.85
Flour.....	18,727	35,154	53,881	3.61
Other mill products.....	5,622	6,362	11,984	.80
Hay.....	41,861	19,509	61,370	4.08
Fruit and vegetables.....	3,018	10,381	13,399	.90
Flax seed.....	16,881	18,749	35,630	2.37
Butter and eggs.....	9,973	1,452	11,425	.75
<b>PRODUCTS OF ANIMALS—</b>				
Live stock.....	121,195	10,868	132,063	8.78
Other packing-house products.....	30,369	12,673	43,042	2.86
<b>PRODUCTS OF MINES—</b>				
Anthracite coal.....		18,049	18,049	1.20
Bituminous coal.....	108,653	118,438	227,091	15.10
Stone, sand, and other like articles.....	25,492	17,480	42,972	2.85
<b>PRODUCTS OF FOREST—</b>				
Lumber.....	79,878	89,216	169,094	11.25
<b>MANUFACTURES—</b>				
Iron, pig and bloom, nails.....	3,370	16,986	20,356	1.35
Cement, brick, and lime.....	6,209	24,222	30,431	2.02
Agricultural implements.....	3,127	16,546	19,673	1.31
Household goods and furniture.....	9,170	3,830	13,000	.86
Ice.....	31,185	4,415	35,600	2.37
<b>MERCHANDISE.....</b>	38,534	85,511	124,045	8.25
<b>MISCELLANEOUS—</b>				
Other commodities not mentioned above.....	52,499	58,939	111,438	7.41
Total tonnage—Iowa.....	806,485	637,012	1,503,497	100.00
Total tonnage—entire line.....	951,043	558,701	1,509,744	

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard, lbs.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
Steel.....	1,649.21	60	\$ 35.45	Cedar.....	51,620	.37
				Oak.....	178,180	.52
Total steel.....	1,649.21	60	\$ 35.45	Total.....	229,800	

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>LOCOMOTIVES—</b>						
Passenger.....	31	21	21	*See note.....		
Freight.....	64	28	28	*See note.....		
Switching.....	10	2	2	*See note.....		
Total locomotives.....	105	60				
<b>CARS IN PASSENGER SERVICE—</b>						
First-class passenger cars.....	3	36	36	Westinghouse..	36	Miller.
Combination passenger cars....	2	16	17	Westinghouse..	17	Miller.
Baggage, express and postal cars.....	15	15	15	Westinghouse..	15	Miller.
Other cars in passenger service—chair.....	4	4	4	Westinghouse..	4	Miller.
Total.....	5	72	72	Westinghouse..	72	Miller.
<b>CARS IN FREIGHT SERVICE—</b>						
Box cars.....	200	3,035	17	Boyden.....		*See note.
Flat cars.....		371	29	Westinghouse..		*See note.
Stock cars.....		161	1	Boyden.....		*See note.
Coal cars.....		314	43	Westinghouse..		*See note.
Refrigerator cars.....		45	35	Westinghouse..		
Other cars.....		7	3	Westinghouse..		
Total.....	200	3,933	123		758	
<b>CARS IN COMPANY'S SERVICE—</b>						
Gravel and clinder cars.....		23				
Derrick cars.....		5				
Caboose cars.....		54				*See note.
Other road cars.....		32				
Total.....		114			12	
<b>CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE.....</b>						
Total cars owned.....	205	4,119	205		842	
Grand total cars.....	205	4,119	205		842	

\* Passenger locomotives equipped with train brake: 1, New York brake; 30, Westinghouse brake.

\* Freight locomotives equipped with train brake: 4, New York brake; 22, Westinghouse brake; 2, Boyden brake.

\* Switch locomotives equipped with train brake: 1, New York brake.

† Box cars equipped with automatic coupler: 140, Janney coupler; 270, Gould coupler; 83, Fox coupler; 72, Dowling coupler; 63, Williams coupler; 16, Chicago coupler; 8, Hinsen coupler; total, 651.

† Flat cars equipped with automatic coupler: 16, Janney coupler; 4, Gould coupler; 9, Fox coupler; 15, Dowling coupler; 1, Williams coupler; 5, Chicago coupler; total, 50.

† Stock cars equipped with automatic coupler: 21, Williams coupler; 1, Janney coupler; 1, Fox coupler; total, 23.

† Coal cars equipped with automatic coupler: 3, Janney coupler; 5, Gould coupler; 4, Fox coupler; 2, Dowling coupler; 4, Williams coupler; 2, Chicago coupler; total, 20.

† Refrigerator cars equipped with automatic coupler: 14, Williams coupler.

† Caboose cars equipped with automatic coupler: 9, Gould coupler; 2, Janney coupler; 1, Dowling coupler; total, 12.



# MILEAGE. MILEAGE OF ROAD OPERATED IN IOWA.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of prop- erty com- pares.	Line operated under lease.	Line operated under con- tract, etc.	Line operated under track- age rights.	Total mileage excluding track- age rights.	New line con- structed dur- ing year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
*Miles of single track.....	229.25	172.83	607.46	23.96	36.77	7.30	1,032.88	541	86.14	817.56
Miles of yard track and sidings.....	531.00	15.17	55.09	4.71	2.47	.....	130.34	.....	100.18	30.06
Total mileage operated (all tracks).....	282.25	188.00	662.55	28.67	39.04	7.30	1,212.12	541	186.32	1,025.80

## MILEAGE OF LINE BY STATES AND TERRITORIES.

### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line of prop- erty com- pares.	Line operated under lease.	Line operated under con- tract, etc.	New line con- structed dur- ing year.	Total mileage excluding track- age rights.	Line operated under track- age rights.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Iowa.....	229.25	172.83	607.46	23.96	36.77	7.30	1,032.88	541	86.14	817.56
Minnesota.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Dakota.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total mileage operated (single track).....	229.25	172.83	607.46	23.96	36.77	7.30	1,032.88	541	86.14	817.56

### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Burlington, Cedar Rapids & Northern Railway.....	241.82	172.83	.....	.....	.....	.....	414.65	.....	.....	414.65
Total mileage owned (single track).....	241.82	172.83	.....	.....	.....	.....	414.65	.....	.....	414.65

\*The 541 miles constructed during the year is an extension of the Cedar Rapids, Iowa Falls & Northwestern Railway, and therefore an addition to the lines of proprietary companies.  
 †Exclusive of the 12.37 miles leased from the Minneapolis & St. Louis Railway Company, on which no capital stock is issued.  
 ‡Including the 12.57 miles leased from the Minneapolis & St. Louis Railway Company, which are considered to be owned by this company, at suggestion of the interstate commerce committee.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Tons of coal— bituminous.	Cords of wood— hard.	Cords of wood— soft.	Total fuel con- sumed—tons.	Miles run.	Average lbs. consumed per mile.
Passenger.....	26,585	.....	980	27,050	1,030,406	32.00
Freight.....	85,543	.....	681	86,384	1,904,783	91.00
Switching.....	8,794	.....	475	9,269	335,285	53.00
Construction.....	3,320	.....	48	3,368	74,005	90.00
Total.....	124,242	.....	2,934	125,709	3,332,569	74.90
Average cost at distributing point: At Burlington or Clinton.....	\$ 1.50	.....	.....	.....	.....	.....
At Clinton.....	.....	.....	.....	.....	.....	.....

## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	.....	18	.....	3	.....	1	.....	19
Falling from trains and engines.....	4	4	.....	.....	.....	.....	4	4
Overhead obstructions.....	1	.....	.....	.....	.....	.....	1	.....
Deraillments.....	.....	5	.....	.....	.....	.....	.....	5
Other train accidents (a).....	.....	1	.....	.....	.....	.....	.....	1
At stations.....	1	.....	.....	.....	.....	.....	1	.....
Other causes (b).....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	6	26	3	5	6	11	11	35

KIND OF ACCIDENT.	PASSEN- GERS.		OTHERS.			
			TRESPASS- ERS.		NOT TRES- PASSERS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Deraillments.....	.....	19	.....	.....	.....	19
Other train accidents (c).....	1	.....	1	.....	.....	2
At highway crossings.....	.....	1	.....	.....	.....	1
At stations.....	1	.....	3	4	1	8
Other causes (d).....	.....	.....	.....	.....	.....	.....
Total.....	1	20	6	4	2	27

- (a) Was hurt while taking in coal.  
 (b) Killed—being struck by train being in motion.  
 Killed—by running flats into feet—other employees.  
 Killed—by explosion—other employees.  
 Injured—by caving in well—other employees.  
 Injured—by mowing on right of way—other employees.  
 (c) Fell off train—passenger.  
 Struck by train—trespassing.  
 (d) Killed—by laying on track—trespassers.



## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.						PROFILE.												
FROM—	TO—	Miles.	Number of curves.			Aggregate length of curved lines.			Length of straight line.			Length of level line.			ASCENDING GRADES.			DESCENDING GRADES.		
			9	2.003	3.407	6.846	4	97	2,535	4	101.2	2,859	18	405	18,103	18	100.0	10,073		
Trasky	Quarries	5.41	9	2.003	3.407	6.846	4	97	2,535	4	101.2	2,859	18 <td>405</td> <td>18,103<td>18<td>100.0<td>10,073</td></td></td></td>	405	18,103 <td>18<td>100.0<td>10,073</td></td></td>	18 <td>100.0<td>10,073</td></td>	100.0 <td>10,073</td>	10,073		
New Bennet.	Davenport	31.09	47	9.41	21.14	2.004	18 <td>405</td> <td>18,103<td>18<td>100.0<td>10,073</td><td>18<td>405</td><td>18,103<td>18<td>100.0<td>10,073</td></td></td></td></td></td></td></td>	405	18,103 <td>18<td>100.0<td>10,073</td><td>18<td>405</td><td>18,103<td>18<td>100.0<td>10,073</td></td></td></td></td></td></td>	18 <td>100.0<td>10,073</td><td>18<td>405</td><td>18,103<td>18<td>100.0<td>10,073</td></td></td></td></td></td>	100.0 <td>10,073</td> <td>18<td>405</td><td>18,103<td>18<td>100.0<td>10,073</td></td></td></td></td>	10,073	18 <td>405</td> <td>18,103<td>18<td>100.0<td>10,073</td></td></td></td>	405	18,103 <td>18<td>100.0<td>10,073</td></td></td>	18 <td>100.0<td>10,073</td></td>	100.0 <td>10,073</td>	10,073		

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Minimum length in feet and inches.	Maximum length in feet and inches.	Aggregate length in feet and inches.
BRIDGES—				
Iron.	53	2,052.0		
Wooden.	70	2,074.4		
Combination.	35	6,814.9		
Total.	158	10,921.3		
TRESTLES.				

## EXPLANATORY REMARKS.

ITEMS.	Number.	Aggregate length.	Minimum length— one span.	Maximum length— one span.
Iron.	3	388'	113'	150'
Wooden.	19	1,301'	43'	80'
Combination.	35	6,814'9"	53'	107'6"
Iron girders.	50	1,644'1"	8'	83'
Wooden girders on stone abutment.	51	683'4"	7'	18'

The fifty-three iron bridges consist of three bridges and fifty iron girders.

The seventy wooden bridges consist of nineteen bridges and fifty one wooden girders.

1. Over-head railway crossings in Iowa: The Chicago, Milwaukee & St. Paul Railway crosses over the Burlington, Cedar Rapids & Northern Railway at Lewis Junction, and main line. The Illinois Central crosses over the B., C. R. & N. R'y at Waverly, Waverly Short Line. The Chicago, Rock Island & Pacific Railway crosses the B., C. & N. R'y at Iowa City, Iowa City Division.

2. Under-head crossings in Iowa: The Chicago & North-Western Railway crosses under the B., C. R. & N. R'y three miles south of Cedar Rapids, main line; also, near Nassau, Iowa City Division.

3. Over-head highway crossings, four.

## OVERHEAD HIGHWAY CROSSINGS—

Bridges.	4
Height of lowest above surface of rail, feet.	18

## OVERHEAD RAILWAY CROSSINGS—

Bridges.	4
Height of lowest above surface of rail, feet.	20

## GAUGE OF TRACK—

Four feet, eight and one-half inches; 910.00 miles.

## TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line, 1,640.96; miles of wire, 1,948.14 Owner, Western Union Telegraph Company Operated by company making this report.

Burlington to Albert Lea, one line.	253.21	Miles double line.	506.42	wire.
West Liberty to Albert Lea, one line.	190.00	Miles single line.	190.00	wire.
Cedar Rapids to Watertown, one line.	300.4	Miles single line.	300.4	wire.
Cedar Rapids to Sioux Falls, one line.	316.00	Miles single line.	316.00	wire.
Dows to Forest City, one line.	48.29	Miles double line.	96.58	wire.
Cedar Rapids to Clinton, one line.	92.00	Miles single line.	92.00	wire.
Cedar Rapids to Decorah, one line.	118.20	Miles single line.	118.20	wire.
Cedar Rapids to Montezuma, one line.	103.60	Miles single line.	103.60	wire.
Riverside to Muscatine, one line.	30.58	Miles single line.	30.58	wire.
Waverly to Waverly Junction, one line.	5.08	Miles double line.	11.16	wire.
Ellsworth to Worthington, one line.	49.00	Miles single line.	49.00	wire.
Bissneth to Davenport, one line.	35.00	Miles single line.	35.00	wire.

Total miles of line 1,640.96 Miles of wire 1,948.14

All owned by the Western Union Telegraph Company, and operated by the Burlington Cedar Rapids & Northern Railway Company.

## CAR MILEAGE.

State below all individuals, co-operative fast freight lines, and stock companies, to which the company making this report pays mileage for the use of cars.



American Refrigerator Transportation Co.  
 American Transportation Co.  
 Armour Refrigerator Line.  
 Arms Palace Horse Car Co.  
 American Live Stock Transportation Co.  
 Blue Line Transit Co.  
 Burton Stock Co.  
 Cleveland Refining Co.  
 Canada Cattle Co.  
 Canada Southern Line.  
 Commercial Express Line.  
 Canadian Pacific Dispatch.  
 Columbus Hocking Coal and Iron Co.  
 Chicago Stock Car Co.  
 J. I. Case Threshing Machine Co.  
 Empire Line.  
 Erie Dispatch Line.  
 J. W. Ellsworth & Co.  
 Fall Brook Coal Co.  
 Great Eastern Line.  
 Hersey Lumber Co.  
 Harris Brothers & Co.  
 International Oil Co.

Kansas City Dressed Beef Line Co.  
 Keystone Palace Horse Car Co.  
 Kansas City Packing Co.  
 Kansas City Refrigerator Car Co.  
 Merchants Dispatch Transportation Co.  
 Midland Line.  
 E. Morris Refrigerator Line.  
 National Dispatch.  
 Nickel Plate Line.  
 Pennsylvania Refining Co.  
 Pullman Palace Car Co.  
 Red Line Transit Co.  
 W. P. Rand & Co.  
 Street's Car Co.  
 St. Louis Refrigerator Co.  
 Southern Iron Car Line.  
 Union Line.  
 Union Tank Line.  
 Union Refrigerator Transit Co.  
 White Line.  
 Washington Refining Co.  
 Live Poultry Transportation Co.  
 Interstate Transit Co.

## STATEMENT OF FREIGHT FROM BRANCHES TO MAIN LINE.

	Iowa Falls branch.	Milwaukee branch.	Clinton branch.	Iowa City branch.
Wheat.....	6,478		1,022	3,216
Corn.....	34,479	4,769	643	5,701
Oats.....	59,930	10,948		
Barley.....	21,599	2,489	50	
Rye.....	364	55	31	302
Seeds.....	28,582	802	38	
Mill stuff.....	277		40	
Flour and meal.....	1,941	21	111	
Cattle.....	15,552	4,058	10	207
Hogs.....	22,579	10,996	182	434
Horses and sheep.....	885	350	76	97
Pork, meats and lard.....	12,200		901	1,329
Butter and eggs.....	2,707	2,200	35	41
Lumber.....	201	3,176	27,422	12
Iron and nails.....	296	70	154	84
Coal and coke.....				38,080
Salt, lime and cement.....	4,002	15	3,405	
Agricultural implements, wagons and machinery.....	152	10	115	10
Hay.....	56,439	403		10
Car freight.....	7,638	837	2,910	466
Emigrants moving.....	870	660	500	380
Ice.....	175		99	99
Stone, sand and brick.....	785	44	7,024	683
Apples, potatoes and vegetables.....	1,206	54		
Sundries.....	2,357	1,341	1,839	461
Total.....	281,784	43,307	46,697	51,611

TOTAL RECEIPTS FOR FREIGHT FORWARDED TO POINTS OUTSIDE THE STATE.  
YEAR ENDING JUNE 30, 1891.

## EXHIBIT "A."

STATIONS.	Amount.	STATIONS.	Amount.
Burlington.....	\$ 281,139.05	Rodman.....	\$ 6,965.50
Latty.....	18.75	Emmetsburg.....	18,990.00
Sperry.....	2,240.05	Graettinger.....	4,906.40
Medapolis.....	5,695.50	Wallingford.....	3,404.60
Linton.....	537.90	Estherville.....	14,871.30
Morning Sun.....	3,115.25	Superior.....	4,065.20
Wapello.....	5,835.30	Spirit Lake.....	9,852.40
Bard.....	93.35	Lake Park.....	7,728.25
Columbus Junction.....	24,384.05	Harris.....	2,508.50
Cone.....	4,762.65	Ocheyedan.....	4,496.10
Nichols.....	5,240.30	Sibley.....	7,766.05
West Liberty.....	410,042.80	Little Rock.....	9,410.85
Centerdale.....	3,806.80	Rock Rapids.....	14,883.75
West Branch.....	3,951.35	Lester.....	60,467.25
Oasis.....	3,164.80	Larchwood.....	5,641.80
Morse.....	3,647.30	Granite.....	1,048.25
Solon.....	4,509.10	Toddville.....	736.55
Ely.....	2,722.45	Center Point.....	3,947.25
Cedar Rapids.....	153,012.50	Walker.....	9,354.40
Linn.....	241.20	Rowley.....	4,265.55
Palo.....	2,110.85	Independence.....	9,938.55
Shellsburg.....	3,372.00	Bryant.....	280.60
Vinton.....	16,296.25	Hazleton.....	3,562.55
Mt. Auburn.....	4,624.70	Oelwein.....	3,442.60
La Porte.....	22,211.95	Maynard.....	3,269.85
Washburn.....	9,049.65	Randall.....	3,456.00
Waterloo.....	4,719.05	West Union.....	2,829.05
Cedar Falls.....	14,852.55	Brinhard.....	945.60
Winslow.....	919.90	Elgin.....	6,484.60
Waverly.....	11,225.55	Olermont.....	3,267.10
Shell Rock.....	5,222.45	Postville.....	2,724.45
Clarksville.....	7,460.45	Castalia.....	2,547.55
Greene.....	22,947.55	Ossian.....	4,391.60
Marble Rock.....	10,406.25	Nordness.....	518.05
Rockford.....	26,163.10	Decorah.....	4,291.05
Nora Junction.....	10,012.75	Plato.....	2,565.40
Rock Falls.....	4,243.40	Buchanan.....	3,084.15
Plymouth Junction.....	838.45	Tipton.....	6,789.40
Mainly Junction.....	7,861.15	Bennett.....	7,471.60
Kensett.....	11,772.30	New Liberty.....	5,297.60
Northwood.....	15,117.65	Dixon.....	6,801.55
Garrison.....	12,105.15	Noels.....	124.25
Dysart.....	24,157.10	Martin.....	1,067.00
Trar.....	25,407.10	McCausland.....	2,632.05
Reinbeck.....	10,682.20	Follets.....	1,763.60
Morrison.....	13,255.00	Camanche.....	3,042.60
Grandy Center.....	21,044.90	Clinton.....	295,178.25
Holland.....	16,725.64	Mascoutine.....	65,509.85
Wells.....	19,955.45	Bayfield.....	1,608.20
Olives.....	7,549.55	Adams.....	807.65
Abbott.....	921.05	Lone Tree.....	7,897.55
Robertson.....	3,065.90	Iowa River.....	1,471.40
Iowa Falls.....	9,035.20	Riverside.....	6,822.05
Carlton.....	4,430.30	Kalona.....	7,651.00
Dows.....	7,774.65	Wellman.....	9,310.70
Rowan.....	4,593.10	Nira.....	2,382.45
Reinwood.....	6,811.05	Kiross.....	5,421.25
Goodell.....	8,572.15	South English.....	4,165.00
Klemme.....	2,000.75	Webster.....	1,482.55
Garner.....	9,743.90	Keswick.....	5,521.20
Madison.....	4,249.00	Thornburg.....	1,744.20
Forest City.....	10,283.35	What Cheer.....	8,607.05
Galt.....	5,177.50	Nassau.....	2,547.10
Clarion.....	17,520.30	Barnes City.....	1,399.40
Holmes.....	4,416.85	Montezuma.....	5,283.55
Goldfield.....	4,385.50	Iowa City.....	23,583.05
Hardy.....	5,216.40	Davenport.....	2,054.05
Livermore.....	69,723.25	Rock Island.....	956.50
Bode.....	15,913.45	Moline.....	3,252.80
West Bend.....	39,927.65		



TOTAL RECEIPTS OF FREIGHT RECEIVED FROM POINTS OUTSIDE THE STATE,  
YEAR ENDING JUNE 30, 1891.

EXHIBIT "B."

STATIONS.	Amount.	STATIONS.	Amount.
Burlington	\$ 170,402.05	West Bend	4,015.00
Latty	2.20	Rodman	457.25
Sperry	37.20	Emmettsburg	12,639.50
Mediapolis	1,396.55	Hairgowrie	80.25
Linton	48.75	Graettinger	1,133.90
Morning Sun	3,225.85	Wallingford	391.45
Wapello	1,234.80	Estherville	12,707.50
Bard	3.16	Superior	948.70
Columbus Junction	24,902.05	Hotel Orleans	44.85
Cone	174.30	Spirit Lake	5,350.25
Nichols	423.90	Lake Park	3,851.80
West Liberty	275.93	Harris	380.20
Centerdale	356.85	Ocheyedan	2,142.85
West Branch	2,102.00	Sibley	6,278.15
Oasis	214.20	Little Rock	2,568.30
Elmira	15	Rock Rapids	4,841.70
Morse	385.40	Lester	40,337.70
Solon	728.00	Larchwood	3,529.25
Ely	531.25	Granite	108.10
Cedar Rapids	123,854.20	Toddville	167.95
Palo	26,272.55	Center Point	2,802.90
Shellsburg	1,646.85	Walker	2,015.35
Vinton	16,603.20	Rowley	1,856.75
Mt. Auburn	842.20	Independence	11,073.70
La Porte	4,979.39	Bryant	56.30
Washburn	937.35	Hazleton	1,275.80
Waterloo	21,024.40	Oelwein	3,264.70
Cedar Falls	18,309.60	Maynard	2,642.25
Norris	88.70	Randalla	1,393.45
Winslow	220.00	Donnan	2.95
Waverly	5,214.25	West Union	2,309.00
Shell Rock	2,307.95	Brainard	17.25
Clarksville	2,386.55	Elgin	1,708.90
Greene	6,138.45	Clermont	1,013.55
Marble Rock	2,413.85	Postville	9,829.75
Rockford	5,106.85	Castalia	246.20
Nora Junction	1,381.55	Ossian	1,156.35
Rock Falls	446.75	Nordness	118.55
Plymouth Junction	102.95	Decorah	4,927.60
Manly Junction	2,094.00	Plato	1,023.15
Kensett	3,582.65	Buchanan	245.10
Northwood	5,054.40	Tipton	2,382.75
Garrison	1,642.55	Bennett	1,042.35
Dysart	3,751.90	New Liberty	376.10
Traer	5,907.50	Dixon	482.95
Dinsdale	190.15	Noels	2.85
Reinbeck	2,916.80	Martin	31.00
Morrison	970.60	McCausland	328.15
Grundy Center	7,543.10	Follets	114.70
Holland	1,575.90	Camanche	347.30
Wells	2,292.10	Clinton	118,823.85
Cleves	580.40	Muscantine	15,854.50
Abbott	54.75	Adams	75.85
Robertson	336.15	Lone Tree	1,163.60
Iowa Falls	5,615.35	Iowa River	38.60
Burdett	162.80	Riverside	1,558.00
Carleton	717.85	Kalona	1,400.00
Dows	4,420.50	Wellman	1,461.35
Rowen	496.40	Nira	325.25
Belmond	3,043.10	Kinross	257.75
Goodell	1,278.15	South English	552.95
Klemme	1,364.80	Webster	245.75
Garnier	4,064.60	Kerwick	646.95
Madison	382.70	Thornburg	768.55
Forest City	13,439.00	What Cheer	4,716.40
Galt	1,151.90	Nassau	521.30
Clarion	5,228.55	Barnes City	118.75
Holmes	230.30	Montezuma	1,024.90
Goldfield	1,572.65	Iowa City	15,908.80
Hardy	334.05	Davenport	4,311.30
Livermore	48,230.75	Rock Island	234.75
Bode	3,040.60	Moline	94.70

TOTAL RECEIPTS FOR FREIGHT FORWARDED TO POINTS WITHIN THE STATE,  
YEAR ENDING JUNE 30, 1891.

EXHIBIT "C."

STATIONS.	Amount.	STATIONS.	Amount.
Burlington	\$ 48,187.41	Emmettsburg	\$ 6,958.34
Sperry	529.95	Graettinger	488.44
Mediapolis	1,827.18	Wallingford	281.45
Linton	196.95	Estherville	4,816.75
Morning Sun	1,138.19	Superior	1,713.20
Wapello	994.92	Spirit Lake	3,132.72
Bard	178.60	Lake Park	3,579.35
Columbus Junction	3,697.19	Harris	302.07
Cone	1,740.32	Ocheyedan	1,508.95
Nichols	1,315.51	Sibley	2,272.00
West Liberty	4,472.38	Little Rock	1,319.30
Centerdale	400.60	Rock Rapids	2,073.95
West Branch	1,091.42	Lester	1,532.85
Oasis	311.10	Larchwood	1,519.20
Morse	230.52	Granite	69.84
Solon	2,224.03	Toddville	481.06
Ely	3,105.88	Center Point	4,556.10
Cedar Rapids	58,096.05	Walker	3,209.06
Palo	3,393.35	Rowley	3,376.50
Shellsburg	2,121.12	Independence	5,405.22
Vinton	8,456.09	Bryant	92.77
Mt. Auburn	3,520.18	Hazleton	1,171.70
La Porte	7,785.72	Oelwein	3,088.26
Washburn	1,855.61	Maynard	935.68
Waterloo	19,533.99	Randalla	936.29
Cedar Falls	7,173.05	West Union	3,940.15
Winslow	413.10	Brainard	1,522.44
Waverly Junction	36.87	Elgin	1,700.93
Waverly	4,565.81	Clermont	1,575.60
Shell Rock	2,777.51	Postville	3,113.29
Clarksville	2,244.83	Castalia	244.65
Greene	6,073.97	Ossian	1,673.24
Marble Rock	4,271.26	Nordness	96.87
Rockford	4,075.80	Decorah	5,790.04
Nora Junction	5,389.67	Plato	12,312.44
Rock Falls	861.71	Buchanan	840.60
Plymouth Junction	432.19	Tipton	1,187.90
Manly Junction	4,813.01	Bennett	519.98
Kensett	3,211.94	New Liberty	487.25
Northwood	2,521.17	Dixon	417.44
Garrison	2,941.83	Noels	400.34
Dysart	14,329.44	Martin	57.64
Traer	6,041.70	McCausland	298.54
Dinsdale	5.30	Follets	170.29
Reinbeck	4,296.11	Camanche	4,280.87
Morrison	464.83	Clinton	42,847.72
Grundy Center	6,070.73	Muscantine	33,788.57
Holland	917.36	Bayfield	26.40
Wells	1,393.04	Adams	751.78
Cleves	1,101.47	Lone Tree	2,224.78
Abbott	571.16	Iowa River	1,226.07
Robertson	601.75	Riverside	3,925.99
Iowa Falls	7,865.14	Kalona	2,137.40
Carleton	385.77	Wellman	3,941.03
Dows	2,311.22	Nira	426.46
Rowen	771.48	Kinross	391.09
Belmond	2,210.48	South English	1,270.45
Goodell	1,734.15	Webster	1,044.98
Klemme	1,440.11	Kerwick	927.11
Garnier	4,244.81	Thornburg	3,034.09
Madison	1,109.31	What Cheer	42,487.80
Forest City	2,162.97	Nassau	1,740.10
Galt	1,078.56	Barnes City	1,147.30
Clarion	3,292.72	Montezuma	2,082.31
Holmes	115.60	Iowa City	6,060.80
Goldfield	3,315.34	Stockton	251.23
Hardy	1,192.30	Blue Grass	22.28
Livermore	2,261.00	Davenport	7,669.10
Bode	1,580.60	Rock Island	1,555.19
West Bend	2,465.05	Moline	2,694.19
Rodman	2,892.70		



## REPORT OF RAILROAD COMMISSIONERS.

TOTAL RECEIPTS FOR FREIGHT RECEIVED FROM POINTS WITHIN THE STATE.  
YEAR ENDING JUNE 30, 1891.

EXHIBIT "D."

STATIONS.	Amount.	STATIONS.	Amount.
Burlington.....	\$ 64,889.08	Rodman.....	\$ 931.13
Latty.....	51.36	Emmetsburg.....	6,550.46
Sperry.....	180.81	Blairgowrie.....	108.36
Mediapolis.....	2,703.52	Graettinger.....	2,201.84
Linton.....	95.28	Wallingford.....	201.47
Morning Sun.....	3,098.20	Estherville.....	10,360.30
Wapello.....	2,900.26	Superior.....	1,368.94
Bard.....	88.18	Spirit Lake.....	4,416.80
Columbus Junction.....	4,763.84	Lake Park.....	4,204.11
Cone.....	647.79	Harris.....	624.23
Nichols.....	1,486.41	Ocheyedan.....	4,044.13
West Liberty.....	8,237.76	Sibley.....	2,489.45
Centerdale.....	563.96	Little Rock.....	2,016.02
West Branch.....	3,306.73	Rock Rapids.....	3,463.94
Oasis.....	472.10	Lester.....	1,239.58
Elmira.....	3.06	Larchwood.....	2,398.47
Morse.....	706.60	Granite.....	129.78
Solon.....	1,794.83	Toddville.....	710.72
Ely.....	1,675.92	Center Point.....	3,255.88
Cedar Rapids.....	148,273.80	Walker.....	4,512.88
Linn.....	337.67	Rowley.....	1,950.08
Palo.....	1,941.11	Independence.....	13,071.57
Shellsburg.....	0,650.73	Bryant.....	238.05
Vinton.....	1,709.77	Hazleton.....	1,951.69
Mt. Auburn.....	4,756.37	Oelwein.....	3,367.43
La Porte.....	2,102.85	Maynard.....	2,045.07
Washburn.....	13,760.92	Randall.....	579.65
Waterloo.....	9,692.69	Donnan.....	60.20
Cedar Falls.....	575.19	West Union.....	2,367.78
Winslow.....	25	Brainard.....	99.88
Waverly Junction.....	2,300.54	Elgin.....	1,855.51
Waverly.....	1,823.76	Clermont.....	737.76
Shell Rock.....	2,847.21	Postville.....	1,144.04
Clarksville.....	3,005.89	Castalia.....	112.44
Greene.....	2,044.00	Ossian.....	654.02
Marble Rock.....	2,960.90	Nordness.....	67.06
Rockford.....	2,971.98	Decorah.....	963.00
Nora Junction.....	282.20	Plato.....	1,895.44
Rock Falls.....	571.19	Buchanan.....	913.37
Plymouth Junction.....	1,152.32	Tipton.....	4,412.70
Manly Junction.....	733.85	Bennett.....	1,447.43
Kensett.....	2,731.52	New Liberty.....	1,345.44
Northwood.....	3,627.72	Dixon.....	1,034.13
Garrison.....	5,670.31	Cadda.....	88.74
Dysart.....	7,281.40	Noels.....	115.52
Trar.....	432.14	Martin.....	117.53
Dinsdale.....	3,940.09	McCausland.....	855.90
Reinbeck.....	1,092.77	Folletts.....	225.01
Morrison.....	6,428.86	Comanche.....	337.03
Grundy Center.....	2,065.85	Clinton.....	2,809.55
Holland.....	2,056.85	Bayfield.....	7,521.11
Wells.....	493.30	Muscantine.....	380.99
Cleves.....	756.00	Adams.....	173.54
Abbott.....	278.54	Lone Tree.....	2,225.80
Robertson.....	5,470.84	Iowa River.....	211.13
Iowa Falls.....	192.56	Riverside.....	3,231.34
Burdett.....	1,015.89	Kalona.....	2,929.80
Carleton.....	4,314.80	Wellman.....	4,160.43
Dows.....	1,292.29	Nira.....	753.75
Rowen.....	2,835.11	Kinross.....	844.51
Belmond.....	2,045.62	South English.....	1,086.13
Gouldell.....	1,053.63	Webster.....	1,351.52
Klemme.....	2,423.19	Keswick.....	2,040.21
Garner.....	217.07	Thornburg.....	1,771.02
Madison.....	2,963.50	What Cheer.....	6,842.61
Forest City.....	1,479.49	Nassau.....	1,193.53
Galt.....	5,276.07	Barnes City.....	719.02
Clarion.....	342.49	Montezuma.....	5,095.31
Holmes.....	3,485.76	Iowa City.....	16,362.48
Goldfield.....	790.03	Stockton.....	207.38
Hardy.....	2,151.15	Blue Grass.....	102.23
Livermore.....	2,100.43	Davenport.....	4,895.96
Bode.....	3,890.71	Rock Island.....	696.91
West Bend.....		Moline.....	164.48

## BURLINGTON, CEDAR RAPIDS &amp; NORTHERN RAILWAY CO. 335

TOTAL RECEIPTS FOR FREIGHT FORWARDED TO POINTS OUTSIDE THE STATE.  
YEAR ENDING JUNE 30, 1890.

EXHIBIT "B."

STATIONS.	Amount.	STATIONS.	Amount.
Burlington.....	\$ 256,377.25	Rodman.....	\$ 10,549.05
Latty.....	120.35	Emmetsburg.....	11,148.65
Sperry.....	1,615.43	Graettinger.....	2,775.25
Mediapolis.....	4,734.05	Wallingford.....	744.70
Linton.....	792.55	Estherville.....	10,121.85
Morning Sun.....	2,419.30	Superior.....	1,339.30
Wapello.....	5,447.30	Spirit Lake.....	56,867.75
Bard.....	124.95	Lake Park.....	2,900.45
Columbus Junction.....	30,069.95	Harris.....	454.50
Cone.....	5,429.60	Ocheyedan.....	3,325.45
Nichols.....	6,384.85	Sibley.....	6,682.35
West Liberty.....	374,103.20	Little Rock.....	5,471.20
Centerdale.....	3,405.80	Rock Rapids.....	7,005.65
West Branch.....	3,032.35	Lester.....	5,763.25
Oasis.....	2,510.50	Larchwood.....	2,833.60
Solon.....	2,926.35	Granite.....	1,194.75
Ely.....	4,764.45	Toddville.....	332.15
Cedar Rapids.....	4,300.55	Center Point.....	5,334.05
Palo.....	88,353.60	Walker.....	6,109.50
Shellsburg.....	1,733.25	Rowley.....	3,298.55
Vinton.....	3,890.60	Independence.....	5,751.25
Mt. Auburn.....	16,325.75	Bryant.....	521.90
La Porte.....	4,063.80	Hazleton.....	3,112.55
Washburn.....	16,829.35	Oelwein.....	1,736.20
Waterloo.....	5,815.75	Maynard.....	3,317.75
Cedar Falls.....	7,234.75	Randall.....	3,180.65
Winslow.....	9,624.85	West Union.....	2,361.00
Waverly Junction.....	2,006.40	Brainard.....	51.50
Waverly.....	4,945.60	Elgin.....	6,188.05
Shell Rock.....	5,987.80	Clermont.....	1,033.25
Clarksville.....	8,108.45	Postville.....	734.35
Greene.....	23,866.30	Castalia.....	625.20
Marble Rock.....	7,050.65	Ossian.....	2,771.75
Rockford.....	31,745.85	Nordness.....	671.80
Nora Junction.....	6,431.10	Decorah.....	3,622.10
Rock Falls.....	8,329.65	Plato.....	2,327.70
Plymouth Junction.....	623.15	Buchanan.....	1,736.90
Manly Junction.....	6,779.60	Tipton.....	7,425.30
Kensett.....	7,923.80	Bennett.....	5,781.00
Northwood.....	9,445.05	New Liberty.....	6,523.90
Garrison.....	13,172.00	Dixon.....	11,591.45
Dysart.....	30,106.50	Noels.....	104.05
Trar.....	28,415.05	Martin.....	744.75
Reinbeck.....	13,333.45	McCausland.....	3,532.05
Morrison.....	25,080.45	Folletts.....	1,937.25
Grundy Center.....	26,738.50	Comanche.....	744.10
Holland.....	18,590.35	Clinton.....	306,514.35
Wells.....	17,560.70	Muscantine.....	71,929.30
Cleves.....	7,123.25	Bayfield.....	613.45
Robertson.....	2,432.30	Adams.....	2,842.10
Iowa Falls.....	7,079.25	Lone Tree.....	10,317.90
Popejoy.....	5,691.40	Iowa River.....	2,162.45
Dows.....	11,021.55	Riverside.....	7,733.60
Rowen.....	5,218.65	Kalona.....	6,461.70
Belmond.....	9,328.05	Wellman.....	10,559.70
Goodell.....	11,058.20	Nira.....	8,480.85
Garner.....	9,668.05	Kinross.....	5,828.25
Hayfield.....	1,747.90	South English.....	3,440.20
Forest City.....	3,504.00	Webster.....	1,272.20
Galt.....	6,104.85	Keswick.....	6,500.80
Clarion.....	22,886.30	Thornburg.....	3,330.00
Holmes.....	2,720.50	What Cheer.....	25,189.95
Goldfield.....	5,076.75	Nassau.....	3,778.50
Hardy.....	6,091.70	Barnes City.....	2,565.25
Livermore.....	44,887.85	Montezuma.....	5,527.05
Bode.....	11,750.75	Iowa City.....	24,363.25
West Bend.....	28,850.95		



TOTAL RECEIPTS FOR FREIGHT RECEIVED FROM POINTS OUTSIDE THE STATE  
YEAR ENDING JUNE 30, 1890.

STATIONS.	Amount.	STATIONS.	Amount.
Burlington.....	\$ 158,257.95	West Bend.....	\$ 3,334.45
Latta.....	20	Rodman.....	478.60
Sperry.....	49.90	Emmetsburg.....	7,632.35
Mediapolis.....	1,182.45	Graettinger.....	919.85
Linton.....	57.20	Wallingford.....	8,051.95
Morning Sun.....	1,015.65	Estherville.....	846.55
Wapello.....	826.30	Superior.....	3,639.45
Bard.....	21.60	Spirit Lake.....	2,487.50
Columbus Junction.....	18,567.55	Lake Park.....	5.60
Cone.....	140.85	Harris.....	2,927.85
Nichols.....	522.25	Ocheyedan.....	6,121.50
West Liberty.....	203,895.05	Sibley.....	1,987.40
Centerdale.....	245.60	Little Rock.....	4,553.50
West Branch.....	1,861.80	Rock Rapids.....	1,581.35
Oasis.....	205.95	Lester.....	2,272.35
Morse.....	258.30	Larchwood.....	201.40
Solon.....	529.25	Granite.....	34.25
Ely.....	543.70	Toddville.....	2,479.60
Cedar Rapids.....	89,457.65	Center Point.....	1,375.50
Palo.....	17,565.60	Walker.....	1,242.20
Shellsburg.....	837.30	Rowley.....	7,862.80
Vinton.....	9,192.00	Independence.....	29.65
Mt. Auburn.....	537.05	Bryant.....	809.20
La Porte.....	5,687.85	Hazleton.....	1,688.45
Washburn.....	146.95	Oelwein.....	1,464.70
Waterloo.....	24,343.95	Maynard.....	1,022.20
Cedar Falls.....	16,898.75	Randallia.....	2,316.75
Winslow.....	45.00	West Union.....	8.25
Waverly.....	3,935.85	Brainard.....	1,307.00
Shell Rock.....	2,284.70	Elgin.....	791.45
Clarksville.....	1,992.25	Clermont.....	8,135.75
Greene.....	5,228.75	Postville.....	123.35
Marble Rock.....	2,299.20	Castalia.....	1,275.50
Rockford.....	4,096.30	Ossian.....	157.25
Nora Junction.....	1,207.85	Nordness.....	3,268.85
Rock Falls.....	521.05	Decorah.....	482.50
Plymouth Junction.....	263.70	Plato.....	99.75
Manly Junction.....	1,188.85	Buchanan.....	2,025.39
Kensett.....	2,365.45	Tipton.....	926.40
Northwood.....	4,672.10	Bennett.....	662.85
Garrison.....	1,277.60	New Liberty.....	1,059.90
Dysart.....	4,188.05	Dixon.....	1.95
Traer.....	5,520.00	Cadda.....	544.10
Reinbeck.....	3,059.20	Noels.....	17.50
Morrison.....	1,155.55	Martin.....	365.25
Grundy.....	6,631.00	McCausland.....	113.95
Holland.....	1,246.00	Folletts.....	256.30
Wells.....	2,120.05	Comanche.....	69,074.25
Cleves.....	46.65	Muscatine.....	15,062.00
Robertson.....	139.80	Adams.....	5.30
Iowa Falls.....	4,503.70	Lone Tree.....	1,039.95
Popejoy.....	638.20	Iowa River.....	38.20
Dows.....	3,684.15	Riverside.....	1,165.20
Rowen.....	609.70	Kalona.....	1,658.60
Belmond.....	2,893.20	Wellman.....	1,151.25
Goodell.....	1,249.00	Nira.....	265.05
Klemme.....	345.05	Kinross.....	213.65
Garner.....	4,262.30	South English.....	456.75
Hayfield.....	130.15	Webster.....	603.20
Forest City.....	8,859.10	Keswick.....	518.90
Galt.....	836.20	Thornburg.....	4,020.00
Clarion.....	4,156.60	What Cheer.....	751.85
Goldfield.....	1,201.00	Nassau.....	113.15
Hardy.....	256.75	Barnes City.....	1,405.65
Livermore.....	26,169.20	Montezuma.....	12,169.65
Bode.....	1,630.30	Iowa City.....	

TOTAL RECEIPTS FOR FREIGHT FORWARDED TO POINTS WITHIN THE STATE  
YEAR ENDING JUNE 30, 1890.

## EXHIBIT "C."

STATIONS.	Amount.	STATIONS.	Amount.
Burlington.....	\$ 40,261.83	Rodman.....	\$ 1,013.70
Latta.....	83.96	Emmetsburg.....	2,608.49
Sperry.....	484.91	Graettinger.....	507.03
Mediapolis.....	2,883.92	Wallingford.....	145.81
Linton.....	571.14	Estherville.....	3,742.93
Morning Sun.....	1,002.57	Superior.....	1,220.85
Wapello.....	4,032.85	Spirit Lake.....	2,868.12
Bard.....	81.38	Lake Park.....	2,735.82
Columbus Junction.....	3,802.32	Harris.....	165.14
Cone.....	991.02	Ocheyedan.....	2,424.55
Nichols.....	1,379.49	Sibley.....	3,402.92
West Liberty.....	7,383.41	Little Rock.....	1,736.91
Centerdale.....	213.51	Rock Rapids.....	1,322.04
West Branch.....	578.24	Lester.....	549.69
Oasis.....	399.47	Larchwood.....	1,422.83
Elmira.....	1.45	Granite.....	276.50
Morse.....	318.78	Toddville.....	634.53
Solon.....	2,840.94	Center Point.....	4,169.66
Ely.....	3,079.96	Walker.....	2,089.77
Cedar Rapids.....	48,430.07	Rowley.....	2,613.84
Palo.....	2,943.70	Independence.....	3,501.05
Shellsburg.....	1,567.87	Bryant.....	244.43
Vinton.....	6,173.58	Hazleton.....	1,269.76
Mt. Auburn.....	2,291.17	Oelwein.....	3,156.08
La Porte.....	12,493.34	Maynard.....	1,172.70
Washburn.....	1,154.60	Randallia.....	713.90
Waterloo.....	12,713.32	Donnan.....	1.83
Cedar Falls.....	6,082.73	West Union.....	4,209.58
Winslow.....	469.86	Brainard.....	1,727.20
Waverly Junction.....	21.00	Elgin.....	2,271.66
Waverly.....	4,571.42	Clermont.....	2,012.34
Shell Rock.....	1,460.06	Postville.....	3,101.03
Clarksville.....	1,285.15	Castalia.....	55.35
Greene.....	4,152.42	Ossian.....	686.48
Marble Rock.....	2,030.11	Nordness.....	41.18
Rockford.....	14,076.91	Decorah.....	4,597.54
Nora Junction.....	4,210.30	Plato.....	12,211.53
Rock Falls.....	16,874.90	Buchanan.....	327.82
Plymouth Junction.....	134.78	Tipton.....	1,439.54
Manly Junction.....	3,670.11	Bennett.....	487.38
Kensett.....	4,730.89	New Liberty.....	409.95
Northwood.....	2,067.81	Dixon.....	556.60
Garrison.....	2,640.46	Noels.....	31.30
Dysart.....	8,388.72	Martin.....	74.49
Traer.....	7,266.75	McCausland.....	394.16
Reinbeck.....	7,131.88	Folletts.....	148.51
Morrison.....	224.58	Comanche.....	730.83
Grundy Center.....	3,010.38	Clinton.....	37,563.42
Holland.....	946.78	Muscatine.....	32,231.93
Wells.....	1,200.85	Bayfield.....	52.81
Cleves.....	766.18	Adams.....	436.42
Robertson.....	361.75	Lone Tree.....	1,479.14
Iowa Falls.....	5,665.10	Iowa River.....	196.94
Popejoy.....	192.20	Riverside.....	2,974.73
Dows.....	1,182.45	Kalona.....	917.92
Rowen.....	133.70	Wellman.....	1,011.72
Belmond.....	1,019.89	Nira.....	275.16
Goodell.....	624.49	Kinross.....	326.89
Garner.....	1,000.40	South English.....	806.61
Hayfield.....	125.02	Webster.....	841.38
Forest City.....	3,791.85	Keswick.....	255.18
Galt.....	698.45	Thornburg.....	1,329.69
Clarion.....	2,494.56	What Cheer.....	47,351.34
Goldfield.....	899.00	Nassau.....	736.81
Hardy.....	743.74	Barnes City.....	468.94
Livermore.....	1,877.52	Montezuma.....	961.67
Bode.....	1,264.95	Iowa City.....	6,829.51
West Bend.....	1,557.03		



TOTAL RECEIPTS FOR FREIGHT RECEIVED FROM POINTS WITHIN THE STATE,  
YEAR ENDING JUNE 30, 1890.

STATIONS.	Amount.	STATIONS.	Amount.
Burlington	55,919.85	Rodman	619.07
Latty	14.22	Emmetsburg	6,692.31
Sperry	169.65	Blairgowrie	21.56
Mediapolis	2,693.05	Graettinger	1,366.10
Linton	199.62	Wallingford	197.81
Morning Sun	3,247.39	Estherville	8,944.75
Wapello	2,523.36	Superior	4,683.47
Bard	51.52	Spirit Lake	2,768.61
Columbus Junction	4,258.45	Lake Park	96.65
Cone	1,002.58	Harris	2,680.40
Nichols	2,342.85	Ocheyedan	2,734.65
West Liberty	8,534.73	Sibley	1,686.47
Centerdale	559.59	Little Rock	3,868.11
West Branch	3,074.40	Rock Rapids	1,788.77
Oasis	274.67	Lester	2,928.71
Elmira	51	Larchwood	137.35
Morse	536.09	Granite	589.44
Solon	1,791.73	Toddville	2,805.32
Ely	1,050.65	Center Point	2,501.47
Cedar Rapids	114,468.40	Walker	1,833.28
Palo	289.59	Rowley	13,227.27
Shellsburg	1,563.08	Independence	173.91
Vinton	8,844.36	Bryant	1,935.32
Mt. Auburn	1,316.60	Hazleton	2,801.54
La Porte	4,011.25	Oelwein	1,848.53
Washburn	417.87	Maynard	564.02
Waterloo	15,170.01	Randalla	25
Cedar Falls	24,615.03	Donnan	1,822.22
Winslow	470.13	West Union	49.38
Waverly	2,562.96	Brainerd	1,629.18
Shell Rock	1,947.89	Elgin	611.00
Clarksville	2,211.16	Clermont	1,189.41
Greene	3,802.40	Postville	77.80
Marble Rock	2,047.23	Castalia	904.89
Rockford	2,053.49	Ossian	138.21
Nora Junction	2,704.68	Nordness	1,557.10
Rock Falls	250.22	Decorah	2,584.18
Plymouth Junction	311.65	Plato	748.20
Mainly Junction	918.76	Buchanan	4,351.31
Kensett	682.93	Tipton	1,858.17
Northwood	2,612.96	Bennett	771.67
Garrison	3,036.50	New Liberty	1,935.07
Dysart	4,603.88	Dixon	3.83
Traer	6,881.86	Cadda	86.41
Reinbeck	3,079.14	Noels	50.01
Morrison	1,205.93	Martin	2,421.10
Grundy Center	5,337.42	McCausland	135.48
Holland	1,676.12	Follets	348.09
Wells	2,149.93	Camanche	3,391.71
Cleves	306.07	Clinton	14,784.77
Abbott	250.20	Muscantine	27.49
Robertson	278.30	Bayfield	67.29
Iowa Falls	3,991.48	Adams	2,301.94
Popejoy	530.95	Lone Tree	89.33
Dows	3,694.13	Iowa River	2,408.31
Rowen	877.93	Riverside	2,834.06
Belmond	1,985.85	Kalona	3,576.81
Goodell	1,615.64	Wellman	732.29
Klemme	172.44	Nira	939.30
Garner	2,016.63	Kinross	2,282.26
Hayfield	345.55	South English	1,640.12
Forest City	1,246.40	Webster	2,018.41
Galt	1,276.80	Keswick	6,284.96
Clarion	3,034.99	Thornburg	849.92
Holmes	31.39	What Cheer	4,323.85
Goldfield	2,665.40	Nassau	13,018.00
Hardy	586.33	Barnes City	
Livermore	2,025.76	Montezuma	
Bode	2,234.01	Iowa City	
West Bend	3,073.55		

PERCENTAGES OF FREIGHT RECEIVED—INTER-STATE AND LOCAL, 1891.  
EXHIBIT "D."

STATIONS.	Inter-State.	Local.	STATIONS.	Inter-State.	Local.
Burlington	.809	.191	Graettinger	.457	.543
Latty	.003	.997	Wallingford	.576	.424
Sperry	.195	.805	Estherville	.547	.453
Mediapolis	.321	.679	Superior	.541	.459
Linton	.381	.619	Spirit Lake	.463	.537
Morning Sun	.268	.732	Lake Park	.514	.486
Wapello	.238	.762	Harris	.513	.487
Bard	.172	.828	Ocheyedan	.410	.590
Columbus Junction	.860	.140	Sibley	.588	.412
Cone	.167	.833	Little Rock	.588	.412
Nichols	.123	.877	Rock Rapids	.546	.454
West Liberty	.976	.024	Lester	.943	.057
Centerdale	.341	.659	Larchwood	.508	.492
West Branch	.384	.616	Granite	.354	.646
Oasis	.399	.601	Toddville	.027	.973
Elmira	1.000	.000	Center Point	.464	.536
Morse	.383	.617	Walker	.325	.675
Solon	.257	.743	Rowley	.432	.568
Ely	.330	.670	Independence	.427	.573
Cedar Rapids	.495	.505	Bryant	.207	.793
Palo	.385	.615	Hazleton	.339	.661
Shellsburg	.431	.569	Oelwein	.436	.564
Vinton	.461	.539	Maynard	.473	.527
Mt. Auburn	.288	.712	Randalla	.669	.331
La Porte	.509	.491	West Union	.519	.481
Washburn	.268	.732	Brainerd	.795	.205
Waterloo	.517	.483	Elgin	.446	.554
Cedar Falls	.444	.556	Clermont	.544	.456
Winslow	.100	.900	Postville	.589	.411
Waverly	1.000	.000	Castalia	.589	.411
Shell Rock	.625	.375	Ossian	.514	.486
Clarksville	.560	.440	Nordness	.434	.566
Greene	.454	.546	Decorah	.683	.317
Marble Rock	.572	.428	Plato	.243	.756
Rockford	.517	.483	Buchanan	.234	.766
Nora Junction	.629	.371	Tipton	.315	.685
Rock Falls	.308	.692	Bennett	.319	.681
Plymouth Junction	.554	.446	New Liberty	.342	.658
Mainly Junction	.408	.592	Dixon	.264	.736
Kensett	.565	.435	Cadda	.086	.914
Northwood	.781	.219	Noels	.273	.727
Garrison	.615	.385	Martin	.477	.523
Dysart	.305	.695	McCausland	.300	.700
Traer	.418	.582	Follets	.442	.558
Reinbeck	.441	.559	Camanche	.384	.616
Morrison	.382	.618	Clinton	.087	.913
Grundy Center	.461	.539	Muscantine	.889	.111
Holland	.526	.474	Bayfield	1.000	.000
Wells	.413	.587	Adams	.387	.613
Cleves	.474	.526	Lone Tree	.413	.587
Abbott	.538	.462	Iowa River	.225	.775
Robertson	.602	.398	Riverside	.302	.698
Iowa Falls	.602	.398	Kalona	.310	.690
Popejoy	.493	.507	Wellman	.245	.755
Dows	.477	.523	Nira	.321	.679
Rowen	.450	.550	Kinross	.218	.782
Belmond	.489	.511	South English	.180	.820
Goodell	.229	.771	Webster	.113	.887
Klemme	.582	.418	Thornburg	.246	.754
Garner	.364	.636	Keswick	.363	.637
Hayfield	.582	.418	What Cheer	.407	.593
Forest City	.607	.393	Nassau	.391	.609
Galt	.416	.584	Barnes City	.170	.830
Clarion	.499	.501	Montezuma	.287	.713
Holmes	.630	.370	Iowa City	.579	.421
Goldfield	.247	.753	Dinsdale	.174	.826
Hardy	.413	.587	Klemme	.642	.358
Livermore	.550	.450	Stockton	1.000	.000
Bode	.409	.591	Blue Grass	1.000	.000
West Bend	.462	.538	Davenport	.250	.750
Rodman	.509	.491	Rock Island	.746	.254
Emmetsburg	.691	.309	Moline	.567	.433
Blairgowrie	.001	.999			



STATE OF IOWA,  
COUNTY OF LINN. } ss.

We, the undersigned, C. J. Ives, President, and S. S. Dorwart, Assistant Treasurer, of the Burlington, Cedar Rapids & Northern Railway Company, on our oath do severally say that the foregoing return has been prepared under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all of the financial operations of said company during the period for which said return is made.

C. J. IVES,

*President.*

S. S. DORWART.

*Assistant Treasurer.*

Subscribed and sworn to before me this 18th day of September, 1891.

J. M. DINWIDDIE,

*Notary Public, Linn county, Iowa.*

## ANNUAL REPORT

OF THE

CHICAGO, SANTA FE & CALIFORNIA RAILWAY CO.,

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
One.
- Page 7. Give the names of your attorneys in Iowa.  
J. D. M. Hamilton, Ft. Madison.  
Superintendents for Iowa.  
Division Superintendents for Iowa.  
A. P. Tanner, Chicago, Ill.
- Page 11. Total mileage operated in Iowa.  
19.86 miles.
- Page 13. Total mileage in Iowa.  
19.86 miles.
- Page 17. 1—Amount of stock issued for dividends on earnings.  
None.  
2—Amount of stock per mile of road.  
\$65,546.37.  
3—Amount of stock representing road in Iowa.  
\$606,750.00.  
4—Amount of stock held in Iowa.  
\$100.00.
- Page 19. Amount of funded debt representing road in Iowa.  
\$695,000.00.
- Page 27. Grand total for Iowa.
- Page 33. Taxes paid in Iowa.  
\$8,520.49.
- Page 45. 1—Operating expenses per mile of road  
\$8,414.86.886.  
2—Operating expenses per train mile.  
\$1.12.039.



- 3—Proportion of operating expenses and taxes for Iowa.  
167.817.46 per cent.
- 4—Percentage of expenses to earnings.  
Entire line, 83.08; Iowa, 83.01.
- 5—Net earnings per train mile.  
\$0.328.10.
- 6—Percentage of earnings to stock and debt.
- 7—Percentage of earnings to cost of road and equipment.  
\$14.11.
- 8—Surplus at the commencement of the year.
- 9—Surplus at the close of the year.
- 10—Amount of its own stock owned by the company.
- Page 46. Fencing in Iowa.  
19.86 miles.
- 1—How many miles of fencing on your road in Iowa?  
140.5 miles.
- 2—How many miles of unfenced road in Iowa?
- 3—What is the average cost per mile of fencing?  
\$182.40.
- 4—What is the total cost of the same?  
\$7,308.24.
- 5—How many miles of new fencing built during the year?  
None.
- Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.  
15 tons.
- 2—Average number of tons in cars when in less than car lots.  
7 tons.
- 3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
Amount of tonnage that can be carried in State by an engine of 95 ton weight, 24 cars, or 480 tons.
- 4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.
- a—Total receipts for freight forwarded to points outside the State.  
b—Total receipts for freight received from points outside the State.  
c—Total receipts for freight forwarded to points within the State.  
d—Total receipts for freight received from points within the State.  
e—Total receipts from passengers destined to points outside the State.  
f—Total receipts from passengers from points outside the State.  
g—Total receipts from passengers destined to points within the State.  
h—Total receipts from passengers from points within the State.
- 5—Total amount received for local freight.
- 6—Total amount received for through freight.
- 7—Number of tons of local freight carried.
- 8—Total amount received from freight originating in Iowa and passing outside the State.
- 9—Total amount received from freight originating outside the State and destined to points in Iowa.
- 10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?
- 11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?
- 12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
- 13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?
- 14—What per cent of freight received at each station on your road is local and what per cent interstate?
- 15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

- 16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
- 17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?  
Statistics not kept to show this information.
- 18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa to points on the main line outside the State, or to points on other lines?
- 19—Give the amount in tons and kind of freight furnished by each branch line to your main line.  
No branches in Iowa.
- Page 64. Tonnage crossing Mississippi river bridge at ..... for the year ending June 30, 1891.
- East bound, number of tons.....
- West bound, number of tons.....
- Total tons.....
- Tonnage crossing Missouri river bridge at ..... for the year ending June 30, 1891.....
- East bound, number of tons.....
- West bound, number of tons.....
- Total tons.....
- Page 69. Under heading "State or Territory" insert Iowa.
- Page 77. Under "Overhead Highway Crossings," insert overhead farm crossings.  
Under "Conduits," insert farm crossing, "under."

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.
- 2—State the number of acres yet to inure to your company from congressional grants.
- 3—State the average price at which these lands have been sold or contracted by the company.
- 4—State the number of acres sold.
- 5—State the amount received from sales.
- 6—State the amount unpaid on outstanding contracts.
- 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.
- 8—State the amount expended in sale and management of lands.
- 9—State the amount of taxes paid on lands.
- 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.
- 11—The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road all fixtures and conveniences for transacting its business.
- Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?  
By the terms of mortgage securing consolidated mortgage bonds, those bonds can be issued to retire all the other bonds at maturity.
- 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs. None.
- 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic. None.
- 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road. None.



## HISTORY.

Name of common carrier making this report?

Chicago, Santa Fe &amp; California Railway Company.

Date of organization?

Incorporated in Illinois, December 3, 1886.

Under laws of what government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof.

Incorporated under the general laws of the State of Illinois; Chapter 114, Revised Statutes. If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same.

Purchase of the Chicago &amp; St. Louis Railway and Chicago, Santa Fe &amp; California Railway Company of Iowa, was made under authority of an act to increase the power of railroad corporations, in force July 1, 1885. Sections 192 and 193, Chapter 114, Revised Statutes, State of Illinois.

Date and authority for each consolidation?

Purchase of Chicago &amp; St. Louis Railway, authorized by vote of directors, dated December 15, 1886, and vote of stockholders on same date.

Purchase of Chicago, Santa Fe &amp; California Railway Company of Iowa, authorized by vote of directors, July 15, 1887, and by vote of stockholders, same date.

What carrier operates the road of this company?

Atchison, Topeka &amp; Santa Fe Railroad Company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. Morrison.....	Ft. Madison.....	October, 1891.
J. D. Springer.....	Chicago.....	October, 1891.
Nelson Morris.....	Chicago.....	October, 1891.
E. O. Faulkner.....	Chicago.....	October, 1891.
Abram Poole.....	Chicago.....	October, 1892.
E. P. Cheney.....	Boston, Mass.....	October, 1892.
O. W. Peabody.....	Boston, Mass.....	October, 1892.
G. C. Magoun.....	New York.....	October, 1893.
J. J. McCook.....	New York.....	October, 1893.
Norman Williams.....	Chicago.....	October, 1893.
A. Manvel.....	Chicago.....	October, 1894.
C. L. Hutchinson.....	Chicago.....	October, 1894.
Edson Keith.....	Chicago.....	October, 1894.

Total number of stockholders at date of last election:

Fifteen.

Date of last meeting of stockholders for election of directors.

May 5, 1890.

Give post-office address of general office.

Chicago, Illinois.

Give post-office address of operating office.

Chicago, Illinois.

Total number of stockholders in Iowa—one.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	A. Manvel.....	Chicago, Ill.
First Vice-President.....	J. D. Springer.....	Chicago, Ill.
Assistant Secretary.....	L. O. Dearing.....	.....
Assistant Treasurer.....	G. L. Goodwin.....	.....
Secretary and Treasurer.....	D. L. Gallup.....	Chicago, Ill.
Attorney for Iowa.....	J. D. M. Hamilton.....	Ft. Madison, Iowa.
Comptroller.....	L. P. Whitehead.....	Boston, Mass.
General Auditor.....	J. W. Reinhart.....	Boston, Mass.
Acting Auditor.....	G. B. Howard.....	Chicago, Ill.
Division Superintendent for Iowa.....	A. P. Tanner.....	Chicago, Ill.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Chicago, Santa Fe & California Railway Co.— Main Line..... Pekin Branch.....	Chicago, Ill..... Aconia, Ill..... Pekin Junction, Ill.....	Kansas City, Mo..... Streator Junction, Ill..... Pekin, Ill.....	438.57 52.40	490.97
PROPRIETARY COMPANIES WHOSE ENTIRE CAPITAL STOCK IS OWNED BY THIS COMPANY— Mississippi River Railroad and Toll Bridge..... The Sibley Bridge.....	Bridge and Approaches.....	Over Mississippi River.....	.61 .76	1.37
LINE OPERATED UNDER LEASE FOR SPECIFIED SUM— Atchison, Topeka & Santa Fe R. Co. in Chicago. Grand Trunk Junction Railway.....	Terminal facilities in Chicago.....	.....	2.12 3.62	5.74
LINE OPERATED UNDER TRUCKAGE RIGHTS— Chicago & Western Indiana Railroad..... Toledo, Peoria & Western Railway..... Kansas City Belt Railway.....	Terminal facilities in Chicago..... Streator Junction, Ill..... Big Blue Junction, Mo.....	Pekin Junction, Ill..... Kansas City, Mo.....	4.84 5.91 6.44	17.19
Total mileage operated.....			515.27	515.27
Total mileage in Iowa, 19.86.				



PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Under what kind of contract operated.	Miles of line.
	FROM—	TO—			
Chicago, Santa Fe & California Railway .....	Chicago, Ill. Anaconda, Ill.	Kansas City, Mo. Pekin, Ill.	Atchison, Topeka and Santa Fe R. R. Co.	.....	438.57 52.40
Total mileage .....					490.97
Total in Iowa .....					19.86

This road is leased to and operated by the Atchison, Topeka & Santa Fe Railroad Company, which receives all the earnings and pays all the operating expenses and taxes and interest on the bonded debt as and for rental.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING THE YEAR.	
					Rate.	Amount.
CAPITAL STOCK— Common .....	300,000	\$100.00	\$ 30,000,000.00	150,000.00	.....	\$.....
Total .....	300,000	\$100.00	\$ 30,000,000.00	150,000.00	.....	\$.....

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during the year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.	REMARKS.
Issued for guaranty of the principal of the Company's first mortgage bonds, under contract for construction of road, .....	.....	\$.....	150,000	\$.....	Amount of stock representing road in Iowa (mileage basis), \$900,750.00.
Total .....	.....	\$.....	150,000	\$.....	Amount of stock held in Iowa, \$100.00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.	Amount paid during year.
First mortgage .....	Jan., 1887	Jan., 1937	\$ 15,350,000.00	\$ 15,350,000.00	\$ 15,350,000.00	\$ 15,350,000.00	5	Jan., July	\$ 767,500.00	\$ *
Registered six per cent mortgage bonds, Pekin Division .....	Sept., 1887	Mch., 1915	733,000.00	733,000.00	733,000.00	733,000.00	6	Mch., Sept.	43,980.00	.....
Chicago & St. Louis Railway Company, first mortgage .....	Mch., 1885	Mch., 1915	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	6	Mch., Sept.	90,000.00	.....
Grand total .....			\$ 17,583,000.00	\$ 17,583,000.00	\$ 17,583,000.00	\$ 17,583,000.00			\$ 901,480.00	.....

Amount of funded debt representing road in Iowa (mileage basis), \$903,000.00.  
\*Assumed by Atchison, Topeka & St. Louis Railroad Company, lessee.



## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount out-standing.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 17,583,000	\$ 17,583,000	\$ 901,480	
Total.....	\$ 17,583,000	\$ 17,583,000	\$ 901,480	

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount out-standing.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other prop-erties.	Miles.	Amount.
Capital stock.....	\$15,000,000.00				\$ 30,551.78
Bonds—"Grand total".....	17,583,000.00			\$ 400.97	35,812.78
Total.....	\$32,583,000.00			\$ 400.97	\$ 66,364.54
Total for Iowa, mileage basis.....	\$ 1,301,750.00			\$ 10.86	\$ 65,546.37

## STATEMENT OF OPERATIONS.

Gross earnings from operation.....	\$ 5,218,001.73
Less operating expenses.....	4,335,929.48
Income from operation.....	\$ 882,762.25
Interest on bonds owned.....	\$ 90,000.00
Income from other sources.....	\$ 90,000.00
Total income.....	\$ 972,762.25
DEDUCTIONS FROM INCOME:	
Interest on funded debt accrued.....	\$ 901,480.00
Rents.....	90,000.00
Taxes.....	140,625.02
Permanent improvements.....	664,893.82
Total deductions from income.....	\$ 1,796,998.84
Net deficit.....	\$ 824,236.59
Deficit from operations of year ending June 30, 1891.....	\$ 824,236.59
Deficit to June 30, 1890.....	1,408,340.48
Total.....	\$ 2,232,577.07
Additions for year—permanent improvements October 1, 1889, to June 30, 1890.....	182,426.30
Deficit to June 30, 1891.....	\$ 2,415,003.37
Taxes paid in Iowa.....	\$ 8,520.49

The C. St. Fe & C. R'y Co. has no income account, as under the terms of the lease to the A. T. & St. Fe R. R. Co., that company is entitled to all the revenue from the property, and assumes the payment of all the expenses, taxes and charges thereof, as and for rental.

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile of road owned.
	Included in operating expenses.	Not included in operating expenses.			
CONSTRUCTION—					
Right of way.....					
Other real estate.....					
Fences.....					
Grading and bridge and culvert masonry.....					
Bridges and trestles.....					
Buildings, furniture and fixtures.....					
Shop machinery and tools.....					
Engineering expenses.....					
Interest during construction.....					
Discount on securities sold for construction.....					
Telegraph line.....					
Sidings and yard extensions.....					
Terminal facilities and elevators.....					
Capital stock.....					
Purchase of constructed road.....					
Other items.....					
Total construction.....					
EQUIPMENT—					
Locomotives (el.....					
Other cars of all classes.....					
Total equipment.....					
Grand total cost construction, equipment, etc.....					
Grand total cost construction, equipment, etc., State of Iowa.....					

\* Records not kept to show cost of construction and equipment for previous years in Iowa.



## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEM.	Total receipts.	Deductions account of re-payments, etc.	Actual earnings.
<b>PASSENGER—</b>			
Passenger revenue .....	\$ 29,017.31		
Less repayments:			
Tickets redeemed .....		\$ 33.43	
Excess fares refunded .....		107.74	
Other repayments .....		230.33	
Total deductions .....		\$ 371.50	
Total passenger revenue .....			\$ 28,645.81
Mail .....			\$ 1,647.98
Express .....			4,180.52
Extra baggage and storage, etc. ....			270.57
Other items .....			2.45
Total passenger earnings .....			\$ 34,747.33
<b>FREIGHT—</b>			
Freight revenue .....	\$ 155,843.53		
Less repayments:			
Overcharge to shippers .....		\$ 3,654.76	
Other repayments .....		561.45	
Total deductions .....		\$ 4,216.21	
Total freight revenue .....			\$ 151,627.32
Stock yards .....			2,906.64
Other items .....			538.37
Total freight earnings .....			\$ 155,062.33
Total passenger and freight earnings .....			\$ 180,809.66
<b>OTHER EARNINGS FROM OPERATION—</b>			
Switching charges—balance .....			\$ 333.33
Telegraph companies .....			93.98
Rents not otherwise provided for .....			121.00
Other sources .....			1,532.01
Total other earnings .....			\$ 2,100.32
Total gross earnings from operation—Iowa .....			\$ 191,109.98
Total gross earnings from operation—entire line .....			\$ 5,218,691.73

## STOCKS OWNED.

NAME.	Total par value.	Rate.	Valuation. Nominal.
Mississippi River Railroad and Toll Bridge Co. ....	\$1,000,000.00	1.00	1.00
The Sibley Bridge Company .....	850,000.00	1.00	1.00
Total .....	\$1,850,000.00	2.00	2.00

## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>			
Repairs of roadway .....	\$ 163,378.61	\$ 302,237.36	\$ 465,615.97
Renewals of rails .....	1,134.01	1,802.05	2,936.06
Renewals of ties .....	5,453.47	9,804.67	15,258.14
Repairs of bridges and culverts .....	23,083.15	40,439.23	63,522.38
Repairs of fences, road crossings, signs and cattle guards .....	4,006.98	6,031.50	11,038.48
Repairs of buildings .....	12,747.46	22,460.40	35,207.86
Repairs of telegraph .....	1,806.27	3,209.53	5,015.80
Total .....	\$ 200,431.93	\$ 383,280.64	\$ 583,712.57
<b>MAINTENANCE OF EQUIPMENT—</b>			
Repairs and renewals of locomotives .....	\$ 106,006.36	\$ 187,687.55	\$ 293,693.91
Repairs and renewals of passenger cars .....	50,320.28		50,320.28
Repairs and renewals of freight cars .....		288,856.33	288,856.33
Shop machinery, tools, etc. ....	4,510.07	8,045.86	12,555.93
Total .....	\$ 160,845.71	\$ 484,589.74	\$ 645,435.45
<b>CONDUCTING TRANSPORTATION—</b>			
Wages of enginemen, firemen and round-housemen .....	\$ 151,205.99	\$ 287,035.95	\$ 438,241.94
Fuel for locomotives .....	131,111.69	291,213.01	422,324.70
Water supply for locomotives .....	9,285.72	16,550.29	25,836.01
All other supplies for locomotives .....	10,241.87	17,304.08	27,545.95
Wages of other trainmen .....	81,145.39	197,897.84	279,043.23
All other train supplies .....	54,567.73	39,131.47	93,699.20
Wages of switchmen, flagmen and watchmen .....	80,273.86	140,210.91	220,484.77
Expense of telegraph, including train dispatchers and operators .....	21,630.97	38,362.67	59,993.64
Wages of station agents, clerks and laborers .....	63,546.40	221,154.32	284,700.72
Station supplies .....	11,519.30	24,752.02	36,271.32
Switching charges—balance .....	198.00	9,310.35	9,508.35
Car mileage—balance .....	4,908.55	18,508.34	23,416.89
Loss and damage .....	4,980.41	51,480.76	56,461.17
Injuries to persons .....	9,098.13	14,374.87	23,473.00
Other expenses .....	9,258.72	32,278.60	41,537.32
Total .....	\$ 64,562.61	\$ 1,300,585.54	\$ 2,045,348.15
<b>GENERAL EXPENSES—</b>			
Salaries of officers .....	\$ 22,722.31	\$ 35,654.88	\$ 58,377.19
Salaries of clerks .....	39,309.16	70,305.07	109,614.23
General office expenses and supplies .....	1,322.32	2,342.23	3,664.55
Agencies, including salaries and rent .....	22,069.48	39,288.54	61,358.02
Advertising .....	10,305.25	1,258.12	11,563.37
Commissions .....	26,115.41		26,115.41
Insurance .....	8,897.08	15,204.11	24,101.19
Expense of traffic associations .....	1,804.43	13,672.49	15,476.92
Expense of stock yards and elevators .....		12,323.01	12,323.01
Rents for tracks, yards and terminals .....	221,267.26	363,364.03	584,631.29
Rents not otherwise provided for .....	2,013.35	3,507.15	5,520.50
Legal expenses .....	13,488.67	24,245.82	37,734.49
Stationery and printing .....	13,078.29	28,872.77	41,951.06
Other general expenses .....	6,538.25	22,473.41	29,011.66
Total .....	\$ 389,671.68	\$ 662,691.63	\$ 1,052,363.31
<b>RECAPITULATION OF EXPENSES—</b>			
Maintenance of way and structures .....	\$ 200,431.93	\$ 383,280.64	\$ 583,712.57
Maintenance of equipment .....	160,845.71	484,589.74	645,435.45
Conducting transportation .....	645,702.61	1,399,585.54	2,045,348.15
General expenses .....	389,671.68	662,691.63	1,052,363.31
Grand total .....	\$ 1,405,811.93	\$ 2,930,117.55	\$ 4,335,929.48
Percentage of expenses to earnings—entire line .....	135.55	70.88	83.08



## OPERATING EXPENSES—CONTINUED.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
OPERATING EXPENSES—STATE OF IOWA—			
Maintenance of way and structures.....	\$ 6,300.93	\$ 14,702.26	\$ 21,003.19
Maintenance of equipment.....	5,423.68	21,013.23	26,436.91
Conducting transportation.....	26,579.42	63,214.50	89,793.92
General expenses.....	6,432.45	15,690.56	22,123.01
Total.....	44,736.48	114,560.49	159,296.97
Percentage of expenses to earnings—Iowa, proportional.....	122.00	73.53	83.01

## RENTALS PAID.

## RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Mississippi River Railroad & Toll Bridge Co. ....	\$ 39,000.00	\$ .....	\$ .....	\$ 39,000.00
The Sibley Bridge Company.....	51,000.00	.....	.....	51,000.00
Total rents.....	\$ 90,000.00	\$ .....	\$ .....	\$ 90,000.00

## RENTS PAID FOR LEASE OF OTHER PROPERTY.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY USING PROPERTY LEASED.	Item.	Total.
TRACKS:				
Main track 5.91 miles	Pekin and Streator Jct.	T. P. & W. R. R.....	\$ 9,587.50	\$ 64,135.86
Trackage on main track.....	Peoria to Streator.....	Jacksonville & S. E. R'y	6,861.15	
Main, yard tracks...	Kansas City, Mo.....	Kansas City Belt R'y Co.	47,687.21	
Total .....				
YARDS:				
Freight yards.....	26th street, Chicago.....	Nor. Bank of Kentucky.	\$ 2,700.00	2,700.00
Total .....				
TERMINALS:				
Real estate.....	State street, Chicago ...	Grand Trunk Jct. R'y Co	\$ 78,000.00	547,795.43
Right of way privileges and use of tracks.....	49th street, Chicago.....	Grand Trunk Jct. R'y Co	21,329.56	
Passenger depot and tracks.....	State street, Chicago.....	Chicago & W. Ind. R. R.	100,000.04	
Premises .....	20th street, Chicago.....	Mrs. M. E. Ingalls and Mrs. McDobbin.....	1,615.83	
All facilities and property.....	Chicago.....	A. T. & S. F. R. R. Co. in Chicago.....	346,850.00	
Total... ..				547,795.43
Gr'nd total rents paid .....				\$ 614,631.29

## BONDS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
FIRST MORTGAGE—				
Mississippi River Railroad and Toll Bridge Company.....	\$ 650,000.00	6	\$ 20,000.00	\$ 650,000.00
The Sibley Bridge Company.....	850,000.00	6	51,000.00	850,000.00
Total.....	\$1,500,000.00		\$ 70,000.00	\$1,500,000.00

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 36,100,088.16	\$ 36,100,088.16		
Cost of equipment.....	216,161.17	216,161.17		
Stocks of other companies owned (nominal value).....	2.00	2.00		
Bonds of other companies owned.....	1,500,000.00	1,500,000.00		
Other permanent investments—cash deposited with trustee of first mortgage bonds.....	1,813.23	1,813.23		
Grand total.....	\$ 37,827,064.56	\$ 37,827,064.56		

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 15,000,000.00	\$ 15,000,000.00		
Funded debt.....	17,583,000.00	17,583,000.00		
Atchison, Topeka & Santa Fe R. R. Co.—advances.....	5,244,064.56	5,244,064.56		
Grand total.....	\$ 37,827,064.56	\$ 37,827,064.56		

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA

## EXPRESS COMPANIES.

Wells, Fargo & Co. The express company pays a certain percentage of its gross earnings from business carried over this company's lines, and guarantees to the railway company that such percentage shall not be less than a fixed rate per mile per annum. The railway company provides the necessary cars and bears the entire cost of maintenance of the same.

## MAILS.

The railway company provides the necessary cars, pays the entire cost of maintenance of same, receives and delivers the mails at terminal offices, and delivers the mails into and takes them from intermediate postoffices located not over eighty rods from points at which trains make regular stops. Compensation is based on weight of mails, speed of trains, etc., as provided by law.



## SLEEPING, PARLOR OR DINING CAR COMPANIES.

Pullman's Palace Car Co. The cars are owned by the Pullman Palace Car Company, which company pays the running expenses and keeps the cars in repair. The railway company furnishes ice and water, fuel for heating, oil for lubricating and lighting, and pays the Pullman company a fixed mileage rate for every mile run by these cars on the lines of the railway company. When the revenue received by the Pullman company from the sale of seats and berths equals or exceeds a certain amount per car per annum, then the payment by the railway company of the fixed mileage rate shall cease.

## TELEGRAPH COMPANIES.

Western Union Telegraph Co. All telegraph lines and appliances pertaining thereto along the railway company's line of road are owned jointly by the railway and the telegraph company. The cost of repairs is borne equally by the two companies. The railway company has free use of the wires for its own business, pays salaries of operators, furnishes office room, lights and heat—retaining as compensation for such expenses incurred a certain percentage of receipts from commercial business.

## EMPLOYEES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Station agents.....	3	1,095	\$ 2,280.00	\$ 2.08
Other station men.....	14	4,536	6,515.00	1.44
Enginemen.....	93	21,216	107,121.60	5.05
Firemen.....	129	31,192	77,005.80	2.32
Conductors.....	39	14,820	45,046.56	3.08
Other trainmen.....	94	24,816	54,505.32	2.19
Machinists.....	89	24,144	46,807.20	1.94
Carpenters.....	38	11,202	23,307.60	2.07
Other shopmen.....	232	65,124	106,770.00	1.64
Section foremen.....	38	13,152	20,335.02	1.55
Other trackmen.....	29	7,440	9,384.00	1.26
Switchmen, flagmen and watchmen.....	12	3,948	10,754.64	2.72
Telegraph operators and dispatchers.....	7	1,825	2,803.92	1.54
All other employes and laborers.....	3	1,095	2,940.00	2.38
Total (including general officers)—Iowa.....	820	227,695	\$ 516,328.16	\$ 2.27
Total (excluding general officers)—Iowa.....	820	227,695	\$ 516,328.16	\$ 2.27
DISTRIBUTION OF ABOVE:				
General administration.....	1	365	900.00	2.47
Maintenance of way and structures.....	69	213,22	31,759.92	1.49
Maintenance of equipment.....	350	100,560	176,945.40	1.76
Conducting transportation.....	301	10,548	304,722.84	2.91
Total (including general officers)—Iowa.....	820	227,695	\$ 516,328.16	\$ 2.27
Total (excluding general officers)—Iowa.....	820	227,695	\$ 516,328.16	\$ 2.27
Total (including general officers)—entire line.....	3,302	866,536	\$ 1,633,032.12	\$ 1.91

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		MILES.	Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	FROM—	TO—					
Chicago & St. Louis Railway Company first mortgage 6 per cent bonds.....	Chicago, Ill.....	Streator Junction, Ill.....	120.20	\$ 10,008.00	All.....		
Chicago, Santa Fe & California Railway Co. first mortgage.....	Pekin Junction, Ill.....	Pekin, Ill.....	21.10				
Pekin Division registered 6 per cent mortgage bonds.....	Chicago, Ill.....	Big Blue Junction, Mo.....	438.57	35,000.00			
	Ancona, Ill.....	Streator Junction, Ill.....	31.29	13,668.55	None.....		
	Pekin Junction, Ill.....	Pekin, Ill.....	21.10				

\* In accordance with a provision of the first mortgage indenture to provide for the payment of the principal of the Chicago & St. Louis Railway Company first mortgage bonds, constituting a prior lien on that portion of the mortgaged line from Chicago to Ancona, Ill., the first mortgage bonds of the Mississippi River Railroad & Toll Bridge Company (\$500,000.00), and the Sibley Bridge Company (\$500,000.00), to an equal amount (\$1,000,000.00), are deposited with the trustee of the first mortgage bonds.



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—IOWA.

## PROPORTIONAL.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue.....	82,143	
Number of passengers carried one mile.....	1,314,288	
Average distance carried.....	15.851	
Total passenger revenue.....		\$ 28,645.81
Average amount received from each passenger.....		.34.873
Average receipts per passenger per mile.....		.02.180
Estimated cost of carrying each passenger one mile.....		.03.404
Total passenger earnings.....		34,747.33
Passenger earnings per mile of road.....	1,749.61.380	
Passenger earnings per train mile.....		.78.614

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue.....	710,080	
Number of tons carried one mile.....	14,002.777	
Average distance haul of one ton, miles.....	19.72	
Total freight revenue.....		\$ 151,627.3
Average amount received for each ton of freight.....		.21.354
Average receipts per ton per mile.....		.01.083
Estimated cost of carrying one ton one mile.....		.818
Total freight earnings.....		155,062.33
Freight earnings per mile of road.....	7,807.77.090	
Freight earnings per train mile.....		1.49.684

## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	180,273.13	
Passenger and freight revenue per mile of road.....	9,077.19.688	
Passenger and freight earnings.....	180,800.66	
Passenger and freight earnings per mile of road.....	9,557.58.409	
Gross earnings from operation.....	191,909.98	
Gross earnings from operation per mile of road.....	9,663.14.099	
Expenses.....	159,296.97	
Expenses per mile of road.....	8,020.99.547	

## TRAIN MILEAGE:

Miles run by passenger trains.....	44,200	
Miles run by freight trains.....	103,593	
Miles run by mixed trains.....		
Total mileage trains earning revenue.....	147,793	
Miles run by switching trains.....	103,535	
Miles run by construction and other trains.....	2,950	

\* Grand total train mileage..... 254,278

Mileage of loaded freight cars—north or east.....	875,686	
Mileage of loaded freight cars—south or west.....	876,517	
Mileage of empty freight cars—north or east.....	312,988	
Mileage of empty freight cars—south or west.....	376,974	
Average number of freight cars in train.....	23	
Average number of loaded cars in train.....	17	
Average number of empty cars in train.....	6	
Average number of tons of freight in train.....	127	
Average number of tons of freight in each loaded car.....	8	

Average number of tons of freight in cars when shipped in car lots.  
Fifteen.

Average number of tons of freight in cars when shipped in less than car lots.  
Seven.

Average amount of tonnage that can be carried in State by an engine of 95 tons weight.  
Twenty-four cars, or 480 tons.

## FOR YEAR ENDING JUNE 30, 1890:

Forwarded from Ft. Madison, \$141.85; Macuta, \$4.25; New Boston, \$66.55; Argyle, \$74.25.  
Received at Ft. Madison, \$130.55; Macuta, \$3.16; New Boston, \$76.93; Argyle, \$73.25.

## FOR YEAR ENDING JUNE 30, 1891:

Forwarded from Ft. Madison, \$178.38; Macuta, \$5.56; New Boston, \$66.74; Argyle, \$94.34.  
Received at Ft. Madison, \$151.45; Macuta, \$9.32; New Boston, \$82.83; Argyle, \$8.42.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue.....	485,281	
Number of passengers carried one mile.....	38,128,507	
Average distance carried—miles.....	78.57	
Total passenger revenue.....		\$ 829,797.34
Average amount received from each passenger.....		1.70.903
Average receipts per passenger per mile.....		.02.176
Estimated cost of carrying each passenger one mile.....		.03.687
Total passenger earnings.....		1,037,145.17
Passenger earnings per mile of road.....		2,012.81.885
Passenger earnings per train-mile.....		.74.943

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue.....	1,885,304	
Number of tons carried one mile.....	410,747,099	
Average distance haul of one ton—miles.....	217.88	
Total freight revenue.....		\$ 4,128,714.13
Average amount received for each ton of freight.....		2.19.006
Average receipts per ton per mile.....		.01.005
Estimated cost of carrying one ton one mile.....		.00.713
Total freight earnings.....		4,133,806.50
Freight earnings per mile of road.....		8,023.00.288
Freight earnings per train-mile.....		1.66.275

## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	\$ 4,958,511.37	
Passenger and freight revenue per mile of road.....	9,623.13.228	
Passenger and freight earnings.....	5,170,931.76	
Passenger and freight earnings per mile of road.....	10,035.42.174	
Gross earnings from operation.....	5,218,691.73	
Gross earnings from operation per mile of road.....	10,128.07.214	
Expenses.....	4,305,020.48	
Expenses per mile of road.....	8,414.86.886	

## TRAIN MILEAGE:

Miles run by passenger trains.....	1,383,905	
Miles run by freight trains.....	2,486,118	
Miles run by mixed trains.....	None.	

Total mileage trains earning revenue..... 3,870,023

Miles run by switching trains.....	916,415	
Miles run by construction and other trains.....	135,485	

Grand total train mileage..... 4,921,923

Mileage of loaded freight cars—north or east.....	22,354,177	
Mileage of loaded freight cars—south or west.....	20,151,089	
Mileage of empty freight cars—north or east.....	6,243,496	
Mileage of empty freight cars—south or west.....	9,825,748	
Average number of freight cars in train.....	27	
Average number of loaded cars in train.....	19	
Average number of empty cars in train.....	8	
Average number of tons of freight in train.....	165	
Average number of tons of freight in each loaded car.....	8 1/2	



## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF AGRICULTURE—				
Grain.....	314	227,125	227,439	32.03
Flour.....	2,103	2,228	4,331	.61
Hay.....		1,777	1,777	.25
PRODUCTS OF ANIMALS—				
Live stock.....		122,844	122,844	17.30
Dressed meats.....		5,113	5,113	.72
Wool.....		4,189	4,189	.59
Hides and leather.....				
PRODUCTS OF MINES—				
Anthracite coal.....		156,430	156,430	22.03
Bituminous coal.....				
Coke.....				
Ores.....		9,302	9,302	1.31
Stone, sand and other like articles.....		38,669	38,669	5.45
Salt.....		1,562	1,562	.22
PRODUCTS OF FOREST—				
Lumber.....	22,491	17,060	39,551	5.57
MANUFACTURES—				
Petroleum and other oils.....		15,622	15,622	2.29
Iron, pig and bloom.....		5,236	5,236	.75
Iron and steel rails.....		11,148	11,148	1.57
Other castings and machinery.....		8,805	8,805	1.24
Household goods and furniture.....		2,556	2,556	.36
MERCHANDISE.....	3,237	52,149	55,386	7.80
Total tonnage—Iowa.....	28,145	681,935	710,080	100
Total tonnage—entire line.....	1,191,174	604,030	1,885,204	100

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	PASSENGERS		OTHERS.			
			TRESPASSING.		NOT TRESPASSING.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings.....					1	1
Other causes.....					1	1
Total.....					2	2

## OTHER CAUSES.

Laborer. Caught between cars--killed.  
 Brakeman. Knocked from ladder--injured.  
 And other slight injuries of minor character.

## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		2			1	8	1	10
Other causes.....		15			1	17	1	12
Total.....		17			2	25	2	22

## DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.						
ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>LOCOMOTIVES:</b>						
Passenger.....		14	14	Westinghouse...		
Switching.....		3	3	Westinghouse...		
Total locomotives.....		17	17			
<b>CARS IN PASSENGER SERVICE—</b>						
First-class passenger cars ..		4	4	Westinghouse...	4	Miller.
Total .....		4	4		4	
<b>CARS IN FREIGHT SERVICE:</b>						
Box cars .....		842				
Flat cars .....		165				
Coal cars .....		1,040				
Other cars.....		19				
Total.....		2,066				
<b>CARS IN COMPANY'S SERVICE—</b>						
Derrick cars.....		3				
Caboose cars .....		46				
Other road cars .....		94				
Total.....		143				
Grand total cars .....		2,213	4		4	

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard, lbs.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
Steel.....			\$	Oak.....	907	\$ 0.48
				Cedar.....	2,021	0.36
Total steel.....			\$	Total.....	2,928	.40



## MILEAGE.

## MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under track-age rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track	438.57	52.40		7.11		17.19	515.27		1.10	514.17
Miles of second track										
Miles of yard track and sidings	130.96	4.07		37.14		8.23	181.02		63.85	117.17
Total mileage operated (all tracks)	569.53	57.07		44.25		25.44	696.29		64.95	631.34

## MILEAGE OF LINE BY STATES AND TERRITORIES.

## MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under track-age rights.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Illinois	225.90	52.40		5.74			284.04	10.75	1.10	293.69
Iowa	19.25			.61			19.86			19.86
Missouri	193.42			.76			194.18	6.44		200.62
Total mileage operated (single track)	438.57	52.40		7.11			498.08	17.19	1.10	514.17

## II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Illinois	225.90	52.40					278.30		1.10	277.20
Iowa	19.25						19.25			19.25
Missouri	193.42						193.42			193.42
Total mileage owned (single track)	438.57	52.40					490.97		1.10	489.87

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.		Tons of coal—bituminous.	Cords of wood—hard.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger	Freight					
Passenger	Freight	2,004	58	2,029	44,300	.92
Freight	Freight	4,834	92	4,865	101,503	.95
Switching	Freight	4,951	94	5,014	103,535	.97
Construction	Freight	66	6	70	2,050	.47
Total		11,855	250	12,008	254,278	.94
Average cost at distributing point		\$ 1.60	\$ 2.71	\$ 1.63		

## CHARACTERISTICS OF ROAD.

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.		Miles.	ALIGNMENT.			Length of level line.	PROFILE.					
FROM—	TO—		Number of curves.	Aggregate length of curved lines.	Length of straight line.		ASCENDING GRADES.			DESCENDING GRADES.		
							Number.	Sum of ascents—feet.	Aggregate length of ascending grades.	Number.	Sum of descents—feet.	Aggregate length of descending grades.
Chicago	Pt. Madison	236.48	157	32.50	262.29	64.20	283	2,067.5	100.92	275	2,282.4	190.67
Ancona	Pekin	58.31										
		220.48	212	34.68	185.80	55.72	303	2,563	89.63	270	2,355.5	75.13
Ft. Madison	Kansas City											
		515.27										

General direction of ascending grades, westward.  
General direction of descending grades, eastward.



## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.
<b>BRIDGES—</b>				
Iron.....	2	500.0	50.0	450.0
Wooden.....	14	1,968.8	48.0	255.0
Combination.....	2	232.0	136.2	136.5
<b>Total.....</b>	<b>18</b>	<b>2,700.8</b>		

## OVERHEAD HIGHWAY CROSSINGS—

Farm crossings under trestles.....	1
Height of lowest above surface of rail, feet.....	20.5

## OVERHEAD RAILWAY CROSSINGS—

Bridges.....	1
Height of lowest above surface of rail, feet.....	20.5

## GAUGE OF TRACK—

Four feet, eight and one-half inches; 19.86 miles.

## TELEGRAPH.

Miles of line, 19.86; miles of wire, 59.58.

Owned and operated by this railroad and the Western Union Telegraph Company.

## CAR MILEAGE.

State below all individuals, co-operative fast freight lines and stock companies to which the company making this report pays mileage for the use of cars.

Abernethy Furniture Car Company.	Illinois Steel Company.
Arnold Refrigerator Car Company.	International Packing Company.
Arms Palace Horse Car Company.	Iron Car Express Coal Line.
American Car and Equipment Company.	International Oil Works.
American Live Stock Express Company.	Independent Refining Company.
American Live Stock Commission Company.	Keystone Palace Horse Car Company.
American Live Stock Transportation Company.	Kansas City Dressed Beef Line.
Atlanta Stone, Coal and Lumber Line.	Kansas City Refrigerator Car Company.
American Refrigerator Transit Company.	Live Poultry Transportation Company.
Anglo-American Refrigerator Car Company.	Manhattan Oil Company.
Armour Refrigerator Line.	Mather Stock Car Company.
Bear Creek Refining Company (Limited).	Merchants' Dispatch Transportation Company.
Barrett & Barrett.	Menaska Wooden Ware Company.
Barton Stock Car Company.	Mann Bros.
Brighton & Lansing Coal Company.	Miller Oil Works.
California Fruit Transportation Company.	Mutual Oil Works.
Canada Cattle Car Company.	Morris & Co. Refrigerator Line.
Cudahy Refrigerator Line.	National Dispatch Line.
Cudahy Milwaukee Refrigerator Line.	National Linseed Oil Company.
Chicago Refrigerator Car Company.	National Oil Company.
Chicago & New York Refrigerator Line.	National Railway Stock Company.
Cupples' Wooden Ware Company.	New England Car Company.
Crocker Chair Company.	Omaha Packing Company.
Climax Gasoline Company.	Peerlets Refining Tank Line.
Cleveland Refining Company.	Penn Refining Company.
Continental Refining Company.	Polar Refrigerator Car Company.
Cold Blast Refrigerator Line.	Pullman Palace Car Company.
Colorado Fuel Company.	Red Line Transit Company.
	Rend, W. P.

Consolidated Tank Line.  
 Delaware Oil Company.  
 Dold & Son Dressed Beef Line.  
 Erie Dispatch.  
 Ellsworth, J. W., & Co.  
 Excelsior Oil Company.  
 Green Line.  
 Great Eastern Line.  
 Goodell Refrigerator Company.  
 Grossman Palace Horse Car Company.  
 Hicks Stock Car Company.  
 Helms Brewing Company.  
 Hutchinson Packing Company.  
 Interstate Ventilator Refrigerator Car Line.

St. Charles Car Company.  
 Southern Cotton Oil Company.  
 St. Louis Refrigerator Car Company.  
 Sheboygan Chair Company.  
 Southern Iron Car Line.  
 Street Stable Car Line.  
 Swift Refrigerator Transportation Company.  
 Tropical Transportation Company  
 Union Line.  
 Union Tank Line.  
 Union Oil Company.  
 Union Refrigerator Transit Company.  
 Waverly Oil Company.  
 White Line Transit Company.

STATE OF ILLINOIS.  
COUNTY OF COOK.

We, the undersigned, Allen Manvel, President, and J. W. Reinhart, General Auditor, of the Chicago, Santa Fe & California Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all of the financial operations of said company during the period for which said return is made.

A. MANVEL, President.  
 J. W. REINHART, General Auditor.

Subscribed and sworn to before me by A. Manvel this 14th day of October, 1901.

[SEAL.]

HOWARD S. ABBOTT.

Notary Public, Cook County, Illinois.

COMMONWEALTH OF MASSACHUSETTS—COUNTY OF ESSEX, ss.

Subscribed and sworn to before me by J. W. Reinhart, this 7th day of October, 1901.  
 GEO. L. GOODWIN, Notary Public



# ANNUAL REPORT

## OF THE

### CROOKED CREEK RAILROAD & COAL COMPANY.

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa. 7.  
 Page 7. Give the names of your attorneys in Iowa. None.  
 Superintendents for Iowa. None.  
 Division superintendents for Iowa. None.  
 Page 11. Total mileage operated in Iowa. 23.27.  
 Page 13. Total mileage in Iowa. 23.27  
 Page 17. 1—Amount of stock issued for dividends on earnings.  
 2—Amount of stock per mile of road.  
 3—Amount of stock representing road in Iowa.  
 4—Amount of stock held in Iowa.  
 Page 19. Amount of funded debt representing road in Iowa. None.  
 Page 27. Grand total for Iowa.  
 Page 33. Taxes paid in Iowa.  
 Page 45. 1—Operating expenses per mile of road.  
 2—Operating expenses per train mile.  
 3—Proportion of operating expenses and taxes for Iowa.  
 4—Percentage of expenses to earnings.  
 5—Net earnings per train mile.  
 6—Percentage of earnings to stock and debt.  
 7—Percentage of earnings to cost of road and equipment.  
 8—Surplus at the commencement of the year.  
 9—Surplus at the close of the year.  
 10—Amount of its own stock owned by the company.  
 Page 46. Fencing in Iowa.  
 1—How many miles of new fencing on your road in Iowa?  
 2—How many miles of unfenced road in Iowa?  
 3—What is the average cost per mile of fencing?  
 4—What is the total cost of the same?  
 5—How many miles of new fencing built during the year?  
 Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.  
 2—Average number of tons in cars when in less than car lots.  
 3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
 4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.  
 a—Total receipts for freight forwarded to points outside the State.  
 b—Total receipts for freight received from points outside the State.  
 c—Total receipts for freight forwarded to points within the State.  
 d—Total receipts for freight received from points within the State.  
 e—Total receipts from passengers destined to points outside the State.

f—Total receipts from passengers from points outside the State.  
 g—Total receipts from passengers destined to points within the State.  
 h—Total receipts from passengers from points within the State.

- 5—Total amount received for local freight.  
 6—Total amount received for through freight.  
 7—Number of tons of local freight carried.  
 8—Total amount received from freight originating in Iowa and passing outside the State.  
 9—Total amount received from freight originating outside the State and destined to points in Iowa.  
 10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?  
 11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?  
 12—What per cent does the local freight business of Iowa bear to business originating outside the State and destined to points within the State?  
 13—What per cent does local freight business bear to freight moved across the State, from points outside to points outside the State?  
 14—What per cent of freight received at each station on your road is local and what per cent interstate?  
 15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?  
 16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?  
 17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?  
 18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?  
 19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 64. Tonnage crossing Mississippi River bridge at Davenport for the year ending June 30, 1891:

East bound, number of tons.....  
 West bound, number of tons.....

Total tons.....

Tonnage crossing Missouri River bridge at .....for the year ending June 30, 1891:

East bound, number tons.....  
 West bound, number tons.....

Total tons.....

- Page 69. Under heading "State or Territory" insert Iowa.  
 Page 77. Under "Overhead Highway Crossings," insert Overhead Farm Crossings.  
 Under "Conduits," insert Farm Crossings, "Under."

#### LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from congressional grants.  
 2—State the number of acres yet to inure to your company from congressional grants.  
 3—State the average price at which these lands have been sold or contracted by the company.  
 4—State the number of acres sold.  
 5—State the amount received from sales.  
 6—State the amount unpaid on outstanding contracts.  
 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.  
 8—State the amount expended in sale and management of lands.  
 9—State the amount of taxes paid on lands.  
 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.



11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.

Page 80. What provision, if any, has been made by this road for the payment of its funded debt?

2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.

3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

## HISTORY.

Name of common carrier making this report:  
Crooked Creek Railroad & Coal Company.

Date of organization:  
November 8, 1875.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:  
Iowa.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:  
Original company.

Date and authority for each consolidation?  
Original company.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.  
Original company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. C. Willson.....	Webster City, Iowa.....	June, 1892.
J. M. Funk.....	Webster City, Iowa.....	June, 1892.
A. K. Hamilton.....	Milwaukee, Wisconsin.....	June, 1892.
C. T. Burnham.....	Milwaukee, Wisconsin.....	June, 1892.
J. Q. Burnham.....	Milwaukee, Wisconsin.....	June, 1892.
Mrs. E. L. Hanson.....	Chicago, Illinois.....	June, 1892.

Total number of stockholders at date of last election?  
Seven.

Date of last meeting of stockholders for election of directors?  
June 25, 1891.

Give post-office address of operating office.  
Lehigh, Webster county, Iowa.

Give post-office address of general office.  
Lehigh, Webster county, Iowa.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board and President.....	W. C. Willson.....	Lehigh, Iowa.
Vice-President.....	John Q. Burnham.....	Milwaukee, Wis.
Secretary and Treasurer.....	J. M. Funk.....	Webster City, Iowa.
Auditor.....	C. L. Moyer.....	Lehigh, Iowa.
General Manager.....	W. C. Willson.....	Lehigh, Iowa.
General Freight Agent.....	C. L. Moyer.....	Lehigh, Iowa.
General Passenger Agent.....	F. E. Willson.....	Webster City, Iowa.
General Ticket Agent.....	F. E. Willson.....	Webster City, Iowa.

## PROPERTY OPERATED.

NAME.	FROM—	TO—
Crooked Creek Coal Company (owned)	Judd, Iowa.....	Lehigh, Iowa.....
Webster City & Southwestern Railway (leased)	Border Plains Junction.....	Webster City, Iowa.....
Total.....		

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Amount.	DIVIDENDS DECLARED DURING YEAR.
CAPITAL STOCK:						
Common.....	5,000	100.00	500,000.00	225,000.00		
Total.....	5,000	100.00	500,000.00	225,000.00		

## MANNER OF PAYMENT FOR CAPITAL STOCK.

ISSUED FOR CASH:	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.	REMARKS.
Common.....			117		
Issued for construction:					
Common.....			508		
Common.....			1,100		
Issued for coal plant Dividends.....			425		
Total.....			2,250		

Have no data for total cash realized.



## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash .....	\$ 3,264.88
Total .....	\$ 3,264.88

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Balance—cash assets .....	\$ 3,264.88
Total .....	\$ 3,264.88

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock .....	\$ 225,000.00	\$ 115,000.00	\$ 110,000.00	9.7	\$11,855.67
Total .....	\$ 225,000.00	\$ 115,000.00	\$ 110,000.00	9.7	\$11,855.67

## B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Total.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Crooked Creek Railroad & Coal Company .....	\$ 115,000.00	\$ 115,000.00	23.2	\$ 4,956.89
Total .....	\$ 115,000.00	\$ 115,000.00	23.2	\$ 4,956.89

## INCOME ACCOUNT.

## FOR ROADS MAKING OPERATING REPORTS.

Gross earnings from operation .....	\$ 18,427.14
Less operating expenses .....	13,393.94
Total income .....	\$ 4,933.20
DEDUCTIONS FROM INCOME—	
Rents .....	\$ 2,460.46
Taxes .....	1,174.71
Total deductions from income .....	\$ 3,635.17
Net income .....	\$ 398.03
Surplus from operations of year ending June 30, 1891 .....	\$ 398.03
Surplus on June 30, 1890 .....	2,866.85
Surplus on June 30, 1891 .....	3,264.88

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.*
CONSTRUCTION—				
Right of way .....	\$ 6,065.00	\$ 6,065.00	\$ 6,065.00	\$ 6,065.00
Grading and bridge and culvert masonry .....	10,500.00	10,500.00	10,500.00	10,500.00
Bridges and trestles .....	28,500.00	28,500.00	28,500.00	28,500.00
Rails and ties .....	4,000.00	4,000.00	4,000.00	4,000.00
Buildings, furniture and fixtures .....	650.00	650.00	650.00	650.00
Engineering expenses .....	500.00	500.00	500.00	500.00
Interest during construction .....				
Total construction .....	\$ 50,815.00	\$ 50,815.00	\$ 50,815.00	\$ 50,815.00
EQUIPMENT—				
Locomotives .....	12,630.00	12,630.00	12,630.00	12,630.00
Combination cars .....	1,150.00	1,150.00	1,150.00	1,150.00
Coal cars .....	8,530.00	8,530.00	8,530.00	8,530.00
Total equipment .....	\$ 22,310.00	\$ 22,310.00	\$ 22,310.00	\$ 22,310.00
Grand total cost construction, equipment, etc .....	\$ 82,125.00	\$ 82,125.00	\$ 82,125.00	\$ 82,125.00
Total cost construction, equipment, etc., State of Iowa .....	All in Iowa.			

## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEMS	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
PASSENGER—			
Passenger revenue .....			\$ 611.72
Total passenger revenue .....			\$ 611.72
Mail .....			757.24
Express .....			30.00
Total passenger earnings .....			\$ 1,398.96
FREIGHT—			
Freight revenue .....	\$ 9,584.67		
Less repayments:			
Overcharge to shippers .....		\$ 2.60	
Total deductions .....		\$ 2.60	
Total freight earnings .....			\$ 9,582.07
Total passenger and freight earnings .....			\$ 10,981.03
OTHER EARNINGS FROM OPERATION—			
Other sources—coal .....			\$ 5,047.15
Total gross earnings from operation—Iowa .....			\$ 5,047.15
Total gross earnings from operation—entire line .....			\$ 15,427.14



## MISCELLANEOUS INCOME.

Crooked Creek Coal Company—net miscellaneous income.....	\$	6,947.15
Total.....	\$	6,947.15

## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>			
Repair of roadway.....	\$	\$	1,951.76
Renewals of ties.....			577.40
Repairs of bridges and culverts.....			429.08
Repairs of fences, road-crossings, signs and cattle-guards.....			93.98
Repairs of buildings.....			123.03
Total.....	\$	\$	3,175.25
<b>MAINTENANCE OF EQUIPMENT—</b>			
Repairs and renewals of locomotives.....	\$	\$	516.63
Repairs and renewals of freight cars.....			156.15
Shop machinery, tools, etc.....			123.28
Total.....	\$	\$	796.16
<b>CONDUCTING TRANSPORTATION—</b>			
Wages of engineers, firemen and roundhousemen.....	\$	\$	1,867.25
Fuel for locomotives.....			1,182.69
Water-supply for locomotives.....			298.50
All other supplies for locomotives.....			267.93
Wages of other trainmen.....			632.58
All other train supplies.....			141.75
Wages of station agents, clerks, and laborers.....			1,495.20
Loss and damage.....			97.80
Total.....	\$	\$	5,983.80
<b>GENERAL EXPENSES:</b>			
Salaries of officers.....	\$	\$	2,000.00
Salaries of clerks.....			600.00
General office expenses and supplies.....			102.36
Legal expenses.....			318.78
Stationery and printing.....			219.39
Other general expenses.....			198.30
Total.....	\$	\$	3,438.73
<b>RECAPITULATION OF EXPENSES:</b>			
Maintenance of way and structures.....	\$	\$	3,175.25
Maintenance of equipment.....			796.16
Conducting transportation.....			5,983.80
General expenses.....			3,438.73
Grand total.....	\$	\$	13,393.94
Percentage of expenses to earnings—entire line.....			
<b>OPERATING EXPENSES—STATE OF IOWA—</b>			
Maintenance of way and structures.....			
Maintenance of equipment.....			
Conducting transportation.....			
General expenses.....			
Total.....			
Percentage of expenses to earnings—Iowa.....			

\* Same as to balance; road all in Iowa.

## RENTALS PAID.

## A. RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Cash.	Total.
Webster City & Northwestern Railway.....	\$ 2,460.46	\$ 2,460.46
Total rents—A.....	\$ 2,460.46	\$ 2,460.46

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 59,815.00	\$ 59,815.00		
Cost of equipment.....	22,310.00	22,310.00		
Coal plants and lands owned.....	142,875.00	142,875.00		
Cash and current assets.....	2,866.85	3,204.88		
Grand total.....	\$ 227,866.85	\$ 228,204.88		

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 225,000.00	\$ 225,000.00		
Profit and loss.....	2,866.85	3,204.88		
Grand total.....	\$ 227,866.85	\$ 228,204.88		

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## MAILS.

With the United States Mail Service Department, to carry mail over our line, at \$762.23 per year.

## RAILROAD COMPANIES.

With Webster City & Southwestern Railway Company, to operate road, paying them three-quarters cent per ton per mile for all freight hauled over their road, and \$400 extra for the mail and express.

## SECURITY FOR FUNDED DEBT.

Have no funded debt.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

We keep no mileage account, hence cannot fill out blank



## EMPLOYES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	313	\$ 2,000.00	\$ 6.39
General office clerks.....	1	313	600.00	1.92
Station agents.....	2	624	1,110.00	1.78
Enginemen.....	1	313	960.00	3.06
Firemen.....	1	313	480.00	1.53
Conductors.....	1	313	570.00	1.82
Other trainmen.....	1	45	62.58	1.39
Other shophmen.....	1	365	480.00	1.31
Section foremen.....	2	620	960.00	1.55
Other trackmen.....	3	638½	204.35	1.25
All other employes and laborers.....	1	300	385.30	1.28
Total (including general officers)—Iowa.....	15	4,157½	\$ 8,410.23	\$ 2.02
Less general officers.....	1	313	2,000.00	.....
Total (excluding general officers)—Iowa.....	14	3,844½	\$ 6,410.23	\$ 1.67
DISTRIBUTION OF ABOVE—				
General administration.....	1	.....	.....	.....
Maintenance of way and structures.....	5	.....	.....	.....
Maintenance of equipment.....	2	.....	.....	.....
Conducting transportation.....	7	.....	.....	.....
Total (including general officers)—Iowa.....	15	4,157½	\$ 8,410.23	.....
Less general officers.....	1	313	2,000.00	.....
Total (excluding general officers)—Iowa.....	14	3,844½	\$ 6,410.23	.....

FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.  
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF AGRICULTURE--				
Grain .....	3,121		3,121	9.55
Flour .....		12	12	0.04
Hay .....	312		312	0.95
PRODUCTS OF ANIMALS--				
Live stock .....	445		445	1.37
Hides and leather .....	6		6	0.02
Butter and eggs .....	20		20	0.06
PRODUCTS OF MINES--				
Anthracite coal .....		260	260	0.80
Bituminous coal .....	23,854		23,854	72.99
Stone, sand, and other like articles. ....	67		67	0.20
Clay .....	3,432		3,432	10.50
PRODUCTS OF FOREST--				
Lumber .....		334	334	1.00
Charcoal .....	11		11	0.03
Cord-wood and posts .....	193	10	203	0.62
MANUFACTURES--				
Petroleum and other oils .....		43	43	0.14
Naval stores, powder .....	20		20	0.06
Agricultural implements .....		10	10	0.03
Household goods and furniture .....	31	46	77	0.24
MERCHANDISE .....				
	42	414	456	1.40
Total tonnage, Iowa .....	31,554	1,129	32,683	1.00

#### DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES--						
Passenger.....	}	2	2	Hand brake...		
Freight.....						
Switching.....						
Total locomotives.....		2				
CARS IN FREIGHT SERVICE--						
Coal cars.....		10	10	Hand brake...		
Total.....		10				
CARS IN COMPANY'S SERVICE--						
Caboose cars.....		1	1	Hand brake...		
Total.....		11	11	Hand brake...		
Grand total cars.....		11				

## MILEAGE

## A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	Line represented by capital stock—main line.	Line operated under lease.	Total mileage operated.	RAILS.	
				Iron.	Steel.
Miles of single track .....	9.7	13.57	23.27	.....	.....
Miles of yard track and sidings.....	.5	.5	1.00	.....	.....
Total mileage operated (all tracks).....	10.2	14.07	24.27	.....	.....

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.			
KIND.	Tons.	Weight per yard.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.	
.....	.....	.....	8 .....	Oak and walnut.....	1,443	.46	
Total .....	.....	.....	8 .....	Total .....	1,443	.46	

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal— bituminous.	Cords of wood— soft.	Total fuel con- sumed—tons.	Miles run.	Average lbs consumed per mile.
Passenger } Freight } Switching. }	665		665		
Total	665		665		
Average cost at distributing point, per ton. \$	1.70		\$ 1.70		



## CHARACTERISTICS OF ROAD.

WORKING DIVISION OR BRANCHES.			ALIGNMENT.			
FROM—	TO—	MILES.	Number of curves.	Aggregate length of curved line—miles.	Length of straight line—miles.	Length of level line—miles.
Judd .....	Lehigh .....	9.7	8	3.7	6	5
Total .....		9.7	8	3.7	6	5

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.
BRIDGES—				
Wooden .....	1			370
Total .....	1			370
TRETTLES .....	14			650

## GAUGE OF TRACK—

Four feet, eight and one-half inches; 9.70 miles.

## CAR MILEAGE.

State below all individuals, co-operative fast freight lines, and stock companies, to which the company making this report pays mileage for the use of cars.

Streets Western Stable Car Line.

STATE OF IOWA.  
COUNTY OF HAMILTON. } ss.

I, the undersigned, W. C. Wilson, President of the Crooked Creek Railroad & Coal Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. C. WILSON,  
President.

Subscribed and sworn to before me this 22d day of September, 1891.

CYRUS SMITH,  
Notary Public.

## ANNUAL REPORT

OF THE

## DES MOINES &amp; NORTHERN RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
 Page 7. Give the names of your attorneys in Iowa.  
 Superintendents for Iowa.  
 Division superintendents for Iowa.  
 Page 11. Total mileage operated in Iowa.  
 Page 13. Total mileage in Iowa.  
 Page 17. 1—Amount of stock issued for dividends on earnings.  
 2—Amount of stock per mile of road.  
 3—Amount of stock representing road in Iowa.  
 4—Amount of stock held in Iowa.  
 Page 19. Amount of funded debt representing road in Iowa.  
 Page 27. Grand total for Iowa.  
 Page 33. Taxes paid in Iowa.  
 Page 45. 1—Operating expenses per mile of road.  
 2—Operating expenses per train mile.  
 3—Proportion of operating expenses and taxes for Iowa.  
 4—Percentage of expenses to earnings.  
 5—Net earnings per train mile.  
 6—Percentage of earnings to stock and debt.  
 7—Percentage of earnings to cost of road and equipment.  
 8—Surplus at the commencement of the year.  
 9—Surplus at the close of the year.  
 10—Amount of its own stock owned by the company.  
 Page 46. Fencing in Iowa.  
 1—How many miles of fencing on your road in Iowa?  
 2—How many miles of unfenced road in Iowa?  
 3—What is the average cost per mile of fencing?  
 4—What is the total cost of the same?  
 5—How many miles of new fencing built during the year?



Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

2—Average number of tons in cars when in less than car lots.

3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.

4—Give the names of and the following information concerning each station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.

a—Total receipts for freight forwarded to points outside the State.

b—Total receipts for freight received from points outside the State.

c—Total receipts for freight forwarded to points within the State.

d—Total receipts for freight received from points within the State.

e—Total receipts from passengers destined to points outside the State.

f—Total receipts from passengers from points outside the State.

g—Total receipts from passengers destined to points within the State.

h—Total receipts from passengers from points within the State.

5—Total amount received from local freight.

6—Total amount received for through freight.

7—Number of tons of local freight carried.

8—Total amount received from freight originating in Iowa and passing outside the State.

9—Total amount received from freight originating outside the State and destined to points in Iowa.

10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?

12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?

14—What per cent of freight received at each station on your road is local and what per cent interstate?

15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 64. Tonnage crossing Mississippi river bridge at.....for the year ending June 30, 1891.

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

Tonnage crossing Missouri river bridge at.....for the year ending June 30, 1891.

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

Page 69. Under heading "State or Territory" insert Iowa.

Page 77. Under "Overhead Highway Crossings" insert Overhead Farm Crossings.

Under "Conduits," insert Farm crossings, "Under."

## LANDS—CONGRESSIONAL GRANTS.

Page 78. 1—State the number of acres of land your company has already received from the congressional grants.

2—State the number of acres yet to inure to your company from congressional grants.

3—State the average price at which these lands have been sold or contracted by the company.

4—State the number of acres sold.

5—State the amount received from sales.

6—State the amount unpaid on outstanding contracts.

7—State the gross amount received from sales, contracts, forfeited contracts, etc. up to June 30, 1891.

8—State the amount expended in sale and management of lands.

9—State the amount of taxes paid on lands.

10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.

11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.

Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?

2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.

3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

No answers received to the foregoing questions.

## HISTORY.

Name of common carrier making this report:

Des Moines & Northern Railway Company.

Date of organization:

November 19, 1889.

Under laws of what Government, State or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof.

Iowa.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

No.

Date and authority for each consolidation?

No.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

Reorganized; St. Louis, Des Moines & Northern Railway Company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. M. Dodge .....	New York, N. Y. ....	January 1, 1892.
A. B. Cummins .....	Des Moines, Iowa .....	January 1, 1892.
L. M. Martin .....	Des Moines, Iowa .....	January 1, 1892.
R. L. Chase .....	Des Moines, Iowa .....	January 1, 1892.
F. M. Hubbell .....	Des Moines, Iowa .....	January 1, 1892.
Carroll Wright .....	Des Moines, Iowa .....	January 1, 1892.
L. W. Reynolds .....	Des Moines, Iowa .....	January 1, 1892.



Total number of stockholders at date of last election?  
Seven.

Date of last meeting of stockholders for election of directors?  
January 1, 1891.

Give post-office address of general office:  
Des Moines, Iowa.

Give post-office address of operating office:  
Des Moines, Iowa.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	G. M. Dodge	New York, N. Y.
First Vice-President	A. B. Cummins	Des Moines, Iowa.
Second Vice-President	L. W. Reynolds	Boone, Iowa.
Secretary	J. T. Granger	New York, N. Y.
Treasurer	R. L. Chase	Des Moines, Iowa.
Assistant Secretary	L. M. Martin	Des Moines, Iowa.
Auditor	A. W. Austin	Des Moines, Iowa.
General Manager	L. M. Martin	Des Moines, Iowa.
Superintendent of Telegraph	C. A. Ross	Des Moines, Iowa.
General Freight Agent	L. M. Martin	Des Moines, Iowa.
General Passenger Agent	S. A. Stevenson	Des Moines, Iowa.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Des Moines & Northern Railway Co	Des Moines, Iowa	Boone, Iowa	41.61	41.61
Total mileage operated			41.61	41.61

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
CAPITAL STOCK—				
Common	8,328	\$ 100.00	\$ 5,000,000.00	\$ 832,700.00
Total	8,328	\$ 100.00	\$ 5,000,000.00	\$ 832,700.00

## MANNER OF PAYMENT FOR CAPITAL STOCK.

	Total number of shares issued.	Total cash realized.
Issued for cash, common	5	\$ 500.00
Issued for reorganization, common	8,322	\$ 832,200.00
Total	8,327	\$ 832,700.00

FUNDED DEBT.  
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue	Amount issued.	Amount out-standing.	Cash realized on amount issued.	INTEREST.		
	Date of issue.	When due.					When payable.	Amount accrued during year.	Amount paid during year.
First mortgage bonds.....	Nov. 23, '89	50 years	\$ 832,200.00	\$ 741,000.00	\$ 741,000.00*	.....	5 Jan. 1, July 1	\$ 37,045.85	\$ 24,829.29
* Issued for purchase of property.									
CLASS OF DEBT.	Amount issued.	Amount outstand- ing.	INTEREST.						
			Amount ac- crued during year.	Amount paid during year.					
Mortgage bonds.....	741,000.00	741,000.00	37,045.85	24,829.29					
Total.....	741,000.00	741,000.00	37,045.85	24,829.29					

## RECAPITULATION OF FUNDED DEBT.



## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash .....	\$ 21,008.23
Bills receivable .....	5,900.70
Due from agents .....	5,006.92
Other cash assets (excluding materials and supplies)* .....	1,967.73
Balance—current liabilities .....	26,765.15
<b>Total .....</b>	<b>\$ 60,708.73</b>

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Loans and bills payable .....	\$ 6,741.41
Audited vouchers and accounts .....	6,783.36
Wages and salaries .....	2,961.49
Net traffic balances due to other companies .....	10,392.59
Matured interest coupons unpaid (including coupons due July 1) .....	33,799.88
<b>Total .....</b>	<b>\$ 60,708.73</b>

\* Materials and supplies on hand, \$1,223.41.

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock .....	\$ 832,700.00	\$ 832,700.00	41.61	\$ 20,012.01
Bonds .....	741,000.00	741,000.00	41.61	17,808.22
<b>Total .....</b>	<b>\$ 1,573,700.00</b>	<b>\$ 1,573,700.00</b>	<b>41.61</b>	<b>\$ 37,820.23</b>

## B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Des Moines & Northern R'y Co. ....	\$ 832,700.00	\$ 741,000.00	\$ .....	\$ 1,573,700.00	41.61	\$ 37,820.23
<b>Total .....</b>	<b>\$ 832,700.00</b>	<b>\$ 741,000.00</b>	<b>\$ .....</b>	<b>\$ 1,573,700.00</b>	<b>41.61</b>	<b>\$ 37,820.23</b>

## INCOME ACCOUNT.

Gross earnings from operation .....	\$ 129,503.33
Less operating expenses .....	84,193.57
<b>Income from operation .....</b>	<b>\$ 45,309.76</b>
<b>Total income .....</b>	<b>\$ 45,309.76</b>
<b>DEDUCTIONS FROM INCOME--</b>	
Interest on funded debt accrued .....	\$ 37,045.83
Rents .....	11,346.31
Taxes .....	1,725.55
Permanent improvements .....	6,503.90
<b>Total deductions from income .....</b>	<b>\$ 56,621.59</b>
<b>Deficit .....</b>	<b>\$ 11,311.83</b>
Deficit from operations of year ending June 30, 1891 .....	11,311.83
Deficit on June 30, 1890 .....	8,949.42
<b>Surplus on June 30, 1891 .....</b>	<b>\$ 20,261.25</b>

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
<b>CONSTRUCTION--</b>				
Fences .....	\$ 2,641.18			
Buildings, furniture and fixtures .....	1,394.44			
Sidings and yard extensions .....	2,110.79			
Purchase of constructed road and equipment .....		1,573,700.00		
Other items .....	457.49			
<b>Total construction .....</b>	<b>\$ 6,503.90</b>	<b>\$ 1,573,700.00</b>	<b>\$ 1,580,203.90</b>	<b>\$ 37,976.54</b>
<b>Grand total cost construction, equipment, etc. ....</b>	<b>\$ 6,503.90</b>	<b>\$ 1,573,700.00</b>	<b>\$ 1,580,203.90</b>	<b>\$ 37,976.54</b>
<b>Total cost construction, equipment, etc., State of Iowa .....</b>	<b>\$ 6,503.90</b>	<b>\$ 1,573,700.00</b>	<b>\$ 1,580,203.90</b>	<b>\$ 37,976.54</b>

Cannot distribute cost of property June 30, 1890. The amount given being the purchase price. Have no record of cost of each article.

## EARNINGS FROM OPERATION—STATE OF IOWA.

## PASSENGER--

Passenger revenue .....	\$ 21,358.88
<b>Total passenger revenue .....</b>	<b>\$ 21,358.88</b>
Mail .....	2,208.96
Express .....	1,080.00
Extra baggage and storage .....	147.58
Other items .....	472.50
<b>Total passenger earnings .....</b>	<b>\$ 25,267.92</b>

## FREIGHT--

Freight revenue .....	\$ 102,058.82
<b>Total freight revenue .....</b>	<b>\$ 102,058.82</b>
<b>Total freight earnings .....</b>	<b>\$ 102,058.82</b>
<b>Total passenger and freight earnings .....</b>	<b>\$ 128,226.74</b>

## OTHER EARNINGS FROM OPERATION--

Car Mileage—Balance .....	\$ 1,077.33
Telegraph Companies .....	199.20
<b>Total other earnings .....</b>	<b>\$ 1,276.59</b>
<b>Total gross earnings from operation, Iowa .....</b>	<b>\$ 129,503.33</b>
<b>Total gross earnings from operation, entire line .....</b>	<b>\$ 129,503.33</b>



## OPERATING EXPENSES.

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>			
Repairs of roadway.....	\$ 3,416.86	\$ 6,833.72	\$ 10,250.58
Renewals of ties.....	2,260.32	4,520.64	6,780.96
Repairs of bridges and culverts.....	1,136.82	2,253.65	3,390.47
Repairs of fences, road-crossings, signs, and cattle guards.....	117.16	234.32	351.48
Repairs of buildings.....	229.87	459.76	689.63
Repairs of telegraph.....	45.83	91.76	137.59
Total.....	\$ 7,196.91	\$ 14,393.85	\$ 21,590.76
<b>MAINTENANCE OF EQUIPMENT:</b>			
Repairs and renewals of locomotives.....	\$ 1,035.26	\$ 1,035.26	\$ 2,070.52
Repairs and renewals of passenger cars.....	595.67		595.67
Repairs and renewals of freight cars.....		1,020.98	1,020.98
Total.....	\$ 1,630.93	\$ 2,056.25	\$ 3,687.18
<b>CONDUCTING TRANSPORTATION:</b>			
Wages of engine-men, firemen and round-housemen.....	\$ 2,765.57	\$ 2,765.57	\$ 5,531.14
Fuel for locomotives.....	2,703.24	2,703.25	5,406.49
Water-supply for locomotives.....	154.46	154.47	308.93
All other supplies for locomotives.....	157.61	157.62	315.23
Wages of other trainmen.....	1,527.70	2,055.42	3,583.12
All other train supplies.....	242.11	484.22	726.33
Expense of telegraph, including train dispatchers and operators.....	667.83	667.83	1,335.66
Wages of station agents, clerks, and laborers.....	1,969.10	3,938.22	5,907.32
Station supplies.....	119.58	239.18	358.76
Switching charges—balance.....		1,104.18	1,104.18
Car mileage—balance.....		1,839.93	1,839.93
Loss and damage.....	621.73	1,240.86	1,862.59
Injuries to persons.....	100.92	201.85	302.77
Other expenses.....	60.00		60.00
Total.....	\$ 11,089.85	\$ 17,561.60	\$ 28,651.45
<b>GENERAL EXPENSES:</b>			
Salaries of officers.....	\$ 1,133.33	\$ 2,266.67	\$ 3,400.00
Salaries of clerks.....	190.00	380.00	570.00
General office expenses and supplies.....	304.43	608.87	913.30
Agencies, including salaries and rent.....	1,351.38	1,351.37	2,702.75
Advertising.....	219.11	438.22	657.33
Insurance.....	47.03	94.07	141.10
Expense of traffic associations.....		372.30	372.30
Rents for tracks, yards and terminals.....	6,090.77	13,811.56	19,902.33
Legal expenses.....		47.85	47.85
Stationery and printing.....	311.25	1,245.97	1,557.22
Total.....	\$ 9,647.30	\$ 20,616.88	\$ 30,264.18
<b>RECAPITULATION OF EXPENSES:</b>			
Maintenance of way and structures.....	7,196.91	14,393.85	21,590.76
Maintenance of equipment.....	1,630.93	2,056.25	3,687.18
Conducting transportation.....	11,089.85	17,561.60	28,651.45
General expenses.....	9,647.30	20,616.88	30,264.18
Grand total.....	\$ 29,564.99	\$ 54,628.58	\$ 84,193.57
Percentage of expenses to earnings—entire line.....	65.02		
<b>OPERATING EXPENSES—STATE OF IOWA:</b>			
Maintenance of way and structures.....	7,196.91	14,393.85	21,590.76
Maintenance of equipment.....	1,630.93	2,056.25	3,687.18
Conducting transportation.....	11,089.85	17,561.60	28,651.45
General expenses.....	9,647.30	20,616.88	30,264.18
Total.....	\$ 29,564.99	\$ 54,628.58	\$ 84,193.57
Percentage of expenses to earnings—Iowa.....	65.02		

## RENTALS PAID.

## RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	CASH.	TOTAL.
Des Moines Union Railway.....	\$11,346.31	\$11,346.31
Total Rents, A.....	\$11,346.31	\$11,346.31

## RENTALS PAID.

## RENTS PAID FOR LEASE OF OTHER PROPERTY.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY OWNING PROPERTY LEASED.	ITEM.	TOTAL.
Terminals.....	Des Moines.....	Des Moines Union Railway..	\$18,272.33	
Grand Total Rents.....				\$18,272.33

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of Road.....	\$ 1,573,700.00	\$ 1,580,203.90	6,503.90	
Cost of Equipment.....				
Cash and Current Assets.....	25,204.96	31,975.85	6,680.89	
<b>OTHER ASSETS—</b>				
Materials and Supplies.....		1,223.41	12,234.41	
Sundries.....		744.32	744.32	
Profit and Loss.....	8,940.42	20,261.25	11,320.83	
Grand Total.....	\$ 1,607,944.38	\$ 1,634,408.73	26,464.35	

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	June 30, 1890—Item.	Total June 30, 1890.	June 30, 1891—Item.	Total June 30, 1891.	Year ending June 30, 1891, increase.
Capital stock.....		\$ 832,700.00		\$ 832,700.00	
Funded debt.....		741,000.00		741,000.00	
Current liabilities.....		34,244.38		60,708.73	26,464.35
Grand total.....		\$ 1,607,944.38		\$ 1,634,408.73	26,464.35



## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## EXPRESS COMPANIES.

United States Express Company.

## MAILS.

United States of America.

## SLEEPING, PARLOR OR DINING CAR COMPANIES.

Chicago, Milwaukee &amp; St. Paul Railway.

## OTHER RAILROAD COMPANIES.

Des Moines &amp; North-Western Railway, Des Moines Union Railway.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.
	FROM—	TO—	Miles.			
First mortgage bonds, Des Moines.....	Boone.....		4,161	\$ 17,808.22	All.....	All.....

## EMPLOYEES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	3	939	\$ 3,405.00	\$ 3.63
General office clerks.....	1	313	570.00	1.82
Station agents.....	8	2,504	5,280.00	2.11
Other station men.....	3	842	727.32	.86
Enginemen.....	3	991	3,687.43	3.72
Firemen.....	3	991	1,843.71	1.86
Conductors.....	3	995	2,424.71	2.43
Other trainmen.....	2	652	1,078.41	1.66
Carpenters.....	4	1,152	2,638.08	2.29
Section foremen.....	6	1,878	2,940.00	1.56
Other trackmen.....	18	5,634	6,310.62	1.12
Telegraph operators and dispatchers.....	3	939	1,335.66	1.42
Total (including general officers)—Iowa.....	57	17,830	\$ 32,240.94	\$ 1.83
Less general officers.....	3	939	3,405.00	
Total (excluding general officers)—Iowa.....			\$ 28,835.94	\$ 1.71
DISTRIBUTION OF ABOVE—				
General administration.....	4	1,252	\$ 3,975.00	\$ 3.17
Maintenance of way and structures.....	27	8,255	11,270.70	1.35
Maintenance of equipment.....	1	309	618.00	2.00
Conducting transportation.....	25	7,914	16,377.24	2.07
Total (including general officers)—Iowa.....	57	17,830	\$ 32,240.94	\$ 1.83
Less general officers.....	3	939	3,405.00	
Total (excluding general officers)—Iowa.....	54	16,891	\$ 28,835.94	\$ 1.71
Total (including general officers)—entire line.....	57	17,830	\$ 32,240.94	\$ 1.83

## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

[COMPANY'S MATERIAL EXCLUDED.]

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF AGRICULTURE—				
Grain.....	13,396	2,172	15,569	21.49
Flour.....	458	1,407	1,865	2.58
Other mill products.....	84	72	156	.22
Hay.....	77	66	143	.20
Fruit and vegetables.....	89	86	175	.24
Other products.....		113	113	.15
PRODUCTS OF ANIMALS—				
Live stock.....	1,199	819	2,818	3.89
Dressed meats.....	85	64	149	.21
Other packing-house products.....	134	132	266	.37
Poultry, game and fish.....	22		22	.03
Hides and leather.....	96	25	121	.17
PRODUCTS OF MINES—				
Anthracite coal.....	589	1,830	2,419	3.34
Bituminous coal.....	10,965	701	11,666	16.12
Stone, sand, and other like articles.....	210	910	1,120	1.55
Salt.....	62	612	674	.93
PRODUCTS OF FOREST—				
Lumber.....	4,374	4,221	8,595	11.86
MANUFACTURES—				
Petroleum and other oils.....	235	1,216	1,451	2.00
Sugar.....	99	1,016	1,109	1.54
Iron, pig and bloom, nails.....	1,162	961	2,123	2.93
Iron and steel rails.....	434	355	789	1.09
Other castings and machinery.....	85	242	327	.45
Bar and sheet metal.....		263	263	.36
Cement, brick, and lime.....	549	3,678	4,227	5.83
Agricultural implements.....	83	438	521	.72
Wagons, carriages, tools, etc.....	10	123	133	.18
Wines, liquors and beers.....	630	604	1,234	1.84
Household goods and furniture.....	60	279	339	.46
MERCHANDISE.....	7,475	5,945	13,420	18.53
MISCELLANEOUS—				
Other commodities not mentioned above.....	201	321	522	.72
Total tonnage—Iowa.....	43,627	28,762	72,419	1.00
Total tonnage—entire line.....	43,637	28,762	72,419	1.00

## PASSENGER, FREIGHT AND TRAIN MILEAGE—STATE OF IOWA.

PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	34,251	
Number of passengers carried one mile.....	785,386	
Average distance carried, miles.....	23	
Total passenger revenue.....		\$ 21,358.88
Average amount received from each passenger.....		.62.360
Average receipts per passenger per mile.....		.02.719
Estimated cost of carrying each passenger one mile.....		.03.764
Total passenger earnings.....		25,267.92
Passenger earnings per mile of road.....		607.25.595
Passenger earnings per train mile.....		.55.475



<b>FREIGHT TRAFFIC—</b>		
Number of tons carried of freight earning revenue.....	72,419	
Number of tons carried one mile.....	1,653,699	
Average distance haul of one ton.....	23	
Total freight revenue.....		102,958.82
Average amount received for each ton of freight.....		1.42-171
Average receipts per ton per mile.....		.06-225
Estimated cost of carrying one ton one mile.....		.05-091
Total freight earnings.....		102,958.82
Freight earnings per mile of road.....		2,474.37-673
Freight earnings per train mile.....		3.61-356
<b>PASSENGER AND FREIGHT—</b>		
Passenger and freight revenue.....		124,317.70
Passenger and freight revenue per mile of road.....		2,987.68-806
Passenger and freight earnings.....		128,226.74
Passenger and freight earnings per mile of road.....		3,081.63-277
Gross earnings from operation.....		129,503.33
Gross earnings from operation per mile of road.....		3,112.55-299
Expenses.....		84,193.57
Expenses per mile of road.....		2,023.39-750
<b>TRAIN MILEAGE—</b>		
Miles run by passenger trains.....	45,548	
Miles run by freight trains.....	28,493	
Total mileage trains earning revenue.....	74,041	
Grand total train mileage.....	74,041	
Mileage of loaded freight cars—north or east.....	95,733	
Mileage of loaded freight cars—south or west.....	97,003	
Mileage of empty freight cars—north or east.....	34,042	
Mileage of empty freight cars—south or west.....	32,172	
Average number of freight cars in train.....	15	
Average number of loaded cars in train.....	11	
Average number of empty cars in train.....	4	
Average number of tons of freight in train.....	99	
Average number of tons of freight in each loaded car.....	9	

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES—						
Passenger.....	2	2	2	Westinghouse..		
Freight.....	1	1	1	Westinghouse..		
Total locomotives.....	3	3	3			
CARS IN PASSENGER SERVICE—						
First-class passenger cars.....	2	2	2	Westinghouse..	2	Miller.
Parlor cars.....	1	1	1	Westinghouse..	1	Miller.
Baggage, express and postal cars.....	1	1	1	Westinghouse..	1	Miller.
Total.....	4	4	4		4	
CARS IN FREIGHT SERVICE—						
Coal cars.....	38	38				
Total.....	38					
CARS IN COMPANY'S SERVICE—						
Caboose cars.....	1	1	1	Westinghouse..		
Total.....	1	1	1			
Total cars owned.....	46	5			4	
Grand total cars.....	46	5			4	

## MILEAGE.

## MILEAGE OF ROAD OPERATED IN IOWA.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.	Branches and spurs.		Line of property company.	Line operated under lease.	Line operated under contract, etc.	Line operated under track-ages rights.	Total mileage operated.	New line constructed during year.	RAILS.	
		Main line.	41.61							Iron.	Steel.
Miles of single track.....			41.61					41.61			41.61
Total mileage operated (all tracks).....			41.61					41.61			41.61

## MILEAGE OF LINE BY STATES AND TERRITORIES.

## I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	LINES REPRESENTED BY CAPITAL STOCK.	Branches and spurs.		Line of property company.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage excluding track-ages rights.	Line operated under track-ages rights.	RAILS.	
		Main line.	41.61							Iron.	Steel.
Iowa.....			41.61					41.61			41.61
Total mileage operated (single track).....			41.61					41.61			41.61

## II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	LINES REPRESENTED BY CAPITAL STOCK.	Branches and spurs.		Line of property company.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage excluding track-ages rights.	Line operated under track-ages rights.	RAILS.	
		Main line.	41.61							Iron.	Steel.
Iowa.....			41.61					41.61			41.61
Total mileage owned (single track).....			41.61					41.61			41.61



## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard, lbs.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
None .....				Oak .....	16,145	.42
Total .....			\$	Total .....	16,145	.42

## CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal—bituminous.	Cords of wood—hard.	Cords of wood—soft.	Total fuel consumed—tons.	Miles run.	Average lbs. consumed per mile.
Passenger .....	1,927		110	2,120	45,548	93.09
Freight .....	1,046		23	1,086.25	28,403	76.24
Total .....	2,973		133	3,206.25	74,041	86.67
Average cost at distributing point .....	\$ 1.71		\$ 2.48			

## CHARACTERISTIC OF ROAD.

Cant give this, as profile is not in our possession.

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet and inches.	Minimum length in feet and inches.	Maximum length in feet and inches.
BRIDGES—				
Iron .....	1			
Wooden .....	1	350.00	175.00	175.00
Combination .....				
Total .....	2	350.00		
TRESTLES .....	86	8,976.01	16.00	1,616.00
OVERHEAD HIGHWAY CROSSINGS—				
Trestles .....				1
Height of lowest above surface of rail, feet and inches .....				12.85
OVERHEAD RAILWAY CROSSINGS—				
Trestles .....				2
Height of lowest above surface of rail, feet and inches .....				18.45
GAUGE OF TRACK—				
Four feet, eight and one-half inches; 41.61 miles.				

## TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line, 41.61; miles of wire, 43. Operated by company making this report.

STATE OF IOWA. } ss.  
COUNTY OF POLK, }

We, the undersigned, L. M. Martin, General Manager, and A. W. Austin, Auditor, of the Des Moines & Northern Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all the financial operations of said company during the period for which said return is made.

L. M. MARTIN,  
General Manager.

A. W. AUSTIN,  
Auditor.

Subscribed and sworn to before me this 15th day of August, 1891.

JAS. P. HEWITT,  
Notary Public in and for Polk County, Iowa.



## ANNUAL REPORT

OF THE

## DUBUQUE &amp; SIOUX CITY RAILROAD COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
Seven.
- Page 7. Give the names of your attorneys in Iowa.  
W. J. Knight, Dubuque.  
J. F. Duncombe, Ft. Dodge.  
Superintendents for Iowa.  
A. W. Sullivan, Chicago, Ill.  
M. Gilles, Dubuque.  
Division Superintendents for Iowa.  
F. W. Quimby, Dubuque.  
C. K. Dixon, Cherokee.
- Page 11. Total mileage operated in Iowa.  
573.24 miles.
- Page 13. Total mileage in Iowa.  
573.24 miles.
- Page 17. 1—Amount of stock issued for dividends on earnings.  
None.  
2—Amount of stock per mile of road.  
\$32,712.35.  
3—Amount of stock representing road in Iowa.  
\$9,183,837.71.  
4—Amount of stock held in Iowa.
- Page 19. Amount of funded debt representing road in Iowa.  
\$10,249,291.70.
- Page 27. Grand total for Iowa.
- Page 33. Taxes paid in Iowa.  
\$80,763.98.

- Page 45. 1—Operating expenses per mile of road  
\$2,813.16.  
2—Operating expenses per train mile.  
\$78497.  
3—Proportion of operating expenses and taxes for Iowa.  
1,693,322.42 per cent.  
4—Percentage of expenses to earnings.  
66.7,10 per cent.  
5—Net earnings per train mile.  
\$41.093.  
6—Percentage of earnings to stock and debt.  
\$14.90.  
7—Percentage of earnings to cost of road and equipment.  
\$15.04.  
8—Surplus at the commencement of the year.  
\$69,368.55.  
9—Surplus at the close of the year.  
\$86,002.56.  
10—Amount of its own stock owned by the company.
- Page 46. Fencing in Iowa.  
1—How many miles of fencing on your road in Iowa?  
2—How many miles of unfenced road in Iowa?  
3—What is the average cost per mile of fencing?  
4—What is the total cost of the same?  
5—How many miles of new fencing built during the year?
- Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.  
2—Average number of tons in cars when in less than car lots.  
3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.  
a—Total receipts for freight forwarded to points outside the State.  
b—Total receipts for freight received from points outside the State.  
c—Total receipts for freight forwarded to points within the State.  
d—Total receipts for freight received from points within the State.  
e—Total receipts from passengers destined to points outside the State.  
f—Total receipts from passengers from points outside the State.  
g—Total receipts from passengers destined to points within the State.  
h—Total receipts from passengers from points within the State.  
5—Total amount received for local freight.  
6—Total amount received for through freight.  
7—Number of tons of local freight carried.  
8—Total amount received from freight originating in Iowa and passing outside the State.  
9—Total amount received from freight originating outside the State and destined to points in Iowa.  
10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?  
11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?  
12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?  
13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?  
14—What per cent of freight received at each station on your road is local and what per cent interstate?  
15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?  
16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?



17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?  
Statistics not kept to show this information.

18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa to points on the main line outside the State, or to points on other lines?

19—Give the amount in tons and kind of freight furnished by each branch line to your main line.  
No branches in Iowa.

Page 64. Tonnage crossing Mississippi river bridge at Dubuque, for the year ending June 30, 1891.

East bound, number of tons..... 346,337

West bound, number of tons..... 236,544

Total tons..... 582,881

Tonnage crossing Missouri river bridge at ..... for the year ending June 30, 1891.

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

Page 69. Under heading "State or Territory" insert Iowa.

Page 77. Under "Overhead Highway Crossings," insert overhead farm crossings.

Under "Conduits," insert farm crossing, "under."

#### LANDS—CONGRESSIONAL GRANTS.

Page 78. 1—State the number of acres of land your company has already received from the congressional grants.

2—State the number of acres yet to inure to your company from congressional grants.

3—State the average price at which these lands have been sold or contracted by the company.

4—State the number of acres sold.

5—State the amount received from sales.

6—State the amount unpaid on outstanding contracts.

7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.

8—State the amount expended in sale and management of lands.

9—State the amount of taxes paid on lands.

10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.

11—The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road all fixtures and conveniences for transacting its business.

Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?

By the terms of mortgage securing consolidated mortgage bonds, those bonds can be issued to retire all the other bonds at maturity.

2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs. None.

3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic. None.

4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road. None.

#### HISTORY.

Name of common carrier making this report:  
Dubuque & Sioux City Railroad Company.

Date of organization?  
August 21, 1860.

Under the laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof:

*Dubuque & Sioux City Railroad Company*—Chartered November 24, 1836, as the Dubuque & Pacific Railroad Company, section 43, code of Iowa, 1851, approved February 2, 1851; amended April 2, 1860. The road (eighty miles completed) was sold under foreclosure August 21, 1860, and the present company organized. The road as completed extended from Dubuque to Iowa Falls, Iowa, 142.89 miles.

*Iowa Falls & Sioux City Railroad Company*—Organized October 1, 1867, section 43, code of Iowa, 1851, approved February 2, 1851; amended April 2, 1860. This road extending from Iowa Falls to Sioux City, 183.69 miles, was conveyed to the Dubuque & Sioux City Railroad Company October 23, 1888; approved by the shareholders of both companies October 3, 1888.

*Cherokee & Dakota Railroad Company*—Incorporated July 5, 1887, laws of Iowa. This road, extending from Cherokee to Onawa, Iowa, 59.10 miles, and from Cherokee to Sioux Falls, South Dakota, 96.48 miles, was conveyed to the Dubuque & Sioux City Railroad Company October 28, 1888. Approved by shareholders of both companies October 3, 1888.

*Cedar Rapids & Chicago Railroad Company*—Incorporated June 28, 1886, laws of Iowa. This road, extending from Manchester to Cedar Rapids, 41.85 miles, was conveyed to the Dubuque & Sioux City Railroad Company October 27, 1888; approved by the shareholders of both companies October 3, 1888.

These four companies were consolidated in October, 1888, under the name of the Dubuque & Sioux City Railroad Company.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:

See answer to third question.

Date and authority for each consolidation:

See answer to third question.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

See answer to third question.

What carrier operates the road of this company?

Illinois Central Railroad Company.

#### ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Anthon.....	New York, N. Y.....	March 17, 1892.
S. Van Rensselaer Cruger.....	New York, N. Y.....	March 17, 1892.
S. L. Dows.....	Cedar Rapids, Iowa.....	March 17, 1892.
Stuyvesant Elsh.....	Chicago, Ill.....	March 17, 1892.
A. S. Garretson.....	Sioux City, Iowa.....	March 17, 1892.
E. T. H. Gibson.....	New York, N. Y.....	March 17, 1892.
J. T. Hancock.....	Dubuque, Iowa.....	March 17, 1892.
J. T. Harahan.....	Chicago, Ill.....	March 17, 1892.
E. H. Harriman.....	New York, N. Y.....	March 17, 1892.
Jas. F. Peavy.....	Sioux City, Iowa.....	March 17, 1892.
Jas. V. River.....	Dubuque, Iowa.....	March 17, 1892.
M. M. Walker.....	Dubuque, Iowa.....	March 17, 1892.
J. F. Wallace.....	Chicago, Ill.....	March 17, 1892.
E. C. Woodruff.....	Elizabeth, N. J.....	March 17, 1892.
J. C. Welling.....	Chicago, Ill.....	March 17, 1892.

Total number of stockholders at date of last election:

Thirty-five.

Date of last meeting of stockholders for election of directors.

March 17, 1891.

Give post-office address of general office.

Dubuque, Iowa.

Give post-office address of operating office.

Dubuque, Iowa.

Total number of stockholders in Iowa—seven.



## OFFICERS OF THE DUBUQUE &amp; SIOUX CITY RAILROAD COMPANY.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	E. H. Harriman.....	New York, N. Y.
First Vice-President.....	J. C. Welling.....	Chicago, Ill.
Treasurer.....	Henry De Wolf.....	Chicago, Ill.
Secretary.....	A. G. Hackstaff.....	New York, N. Y.
Assistant Secretary.....	C. H. Booth.....	Dubuque, Iowa.

## OFFICERS OF THE OPERATING COMPANY.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Stuyvesant Fish.....	Chicago, Ill.
First Vice-President.....	J. C. Welling.....	Chicago, Ill.
Second Vice-President.....	J. T. Harahan.....	Chicago, Ill.
Secretary.....	A. G. Hackstaff.....	New York, N. Y.
Treasurer.....	Henry De Wolf.....	Chicago, Ill.
Attorney.....	W. J. Knight.....	Dubuque, Iowa.
General Manager.....	J. F. Duncombe.....	Fort Dodge, Iowa.
General Superintendent.....	C. A. Beck.....	Chicago, Ill.
Superintendent.....	A. W. Sullivan.....	Chicago, Ill.
Division Superintendent.....	M. Gilleas.....	Dubuque, Iowa.
Division Superintendent.....	F. W. Quimby.....	Dubuque, Iowa.
Superintendent of Telegraph.....	C. K. Dixon.....	Cherokee, Iowa.
Traffic Manager.....	C. S. Jones.....	Chicago, Ill.
Assistant Traffic Manager.....	T. J. Hudson.....	Chicago, Ill.
General Freight Agent.....	M. C. Markham.....	Chicago, Ill.
Assistant General Freight Agent.....	Horace Tucker.....	Dubuque, Iowa.
General Passenger Agent.....	W. R. Bascom.....	Chicago, Ill.
Assistant General Passenger Agent.....	A. H. Hanson.....	Chicago, Ill.
General Baggage Agent.....	J. F. Merry.....	Manchester, Iowa.
	H. A. Winter.....	Chicago, Ill.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
1a. Dubuque & Sioux City Railroad.....	Dubuque, Iowa.....	Sioux City, Iowa.....	41.80	239.58
1b. Dubuque & Sioux City Railroad.....	Manchester, Iowa.....	Cedar Rapids, Iowa.....	50.10	
	Cherokee, Iowa.....	Onawa, Iowa.....	96.48	197.43
	Cherokee, Iowa.....	Sioux Falls, South Dakota.....		
3. Cedar Falls and Minnesota Railroad.....	Cedar Falls Junction.....	Minnesota State Line.....	75.58	75.58
Total.....				599.59
Total mileage in Iowa, 373.24.				

## CAPITAL STOCK.

DESCRIPTION.	DIVIDENDS DECLARED DURING THE YEAR.	
	Rate.	Amount.
Total par value authorized.	\$5,000,000.00	\$5,000,000.00
Par value of shares issued and outstanding.	\$5,000,000.00	\$5,000,000.00
Number of shares authorized.	80,000	80,000
	\$100.00	\$100.00
CAPITAL STOCK—		
Common.....	.01	70,000.00
Total.....	.01	70,000.00







## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile of road owned.
	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.			
CONSTRUCTION—						
Right of way.....			435.56			
Other real estate.....			44,349.38			
Fences.....			684.97			
Grading and bridge and culvert masonry.....			103,681.93			
Bridges and trestles.....			89,828.05			
Buildings, furniture and fixtures.....			3,735.05			
Shop machinery and tools.....			10,487.01			
Sidings and yard extensions.....			29,657.72			
Total construction.....			\$ 274,847.67			
Grand total cost construction, equipment, etc.....			\$ 274,847.67	\$ 16,703,501.97	\$ 16,973,348.74	\$ 32,400.81
Grand total cost construction, equipment, etc., State of Iowa.....			\$ 274,847.67	\$ 16,927,831.97	\$ 16,502,281.45	\$ 33,189.75

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.	Amount.	CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	Amount.
Bills receivable.....	\$ 30,416.53	Audited vouchers and accounts.....	\$ 291,339.54
Due from solvent companies and individuals.....	6,929.28	Dividends not called for.....	575.23
Other cash assets.....	243.82	Matured interest coupons unpaid (including coupons due July 1).....	25,620.00
Balance—current liabilities.....	282,945.11		
Total.....	\$ 320,534.77	Total.....	\$ 320,534.77

## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEM.	Total receipts.	Deductions account of receipts, etc.	Actual earnings.
PASSENGER—			
Passenger revenue.....	\$ 655,351.06		
Less repayments:			
Tickets redeemed.....	12,251.26		
Excess fares refunded.....			
Other repayments.....			
Total deductions.....	\$ 12,251.26		
Total passenger revenue.....			\$ 643,099.80
Mail.....			63,350.45
Express.....			36,879.39
Extra baggage and storage, etc.....			11,255.24
Other items.....			9,358.06
Total passenger earnings.....			\$ 743,942.94
FREIGHT—			
Freight revenue.....	\$ 1,743,014.60		
Less repayments:			
Overcharge to shippers.....	1,609.54		
Other repayments.....			
Total deductions.....	\$ 1,609.54		
Total freight revenue.....			\$ 1,741,405.06
Stock yards.....			35,100.00
Other items.....			
Total freight earnings.....			\$ 1,741,756.06
Total passenger and freight earnings.....			\$ 2,505,699.00
OTHER EARNINGS FROM OPERATION—			
Switching charges—balance.....			642.00
Telegraph companies.....			17,748.46
Rents from tracks, yards, and terminals.....			1,988.10
Rents not otherwise provided for.....			11,287.93
Other sources.....			
Total other earnings.....			\$ 31,666.51
Total gross earnings from operation—Iowa.....			\$ 2,537,365.51
Total gross earnings from operation—entire line.....			\$ 2,553,695.00



## INCOME ACCOUNT

## FOR ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.....	\$ 2,553,695.09	
Less operating expenses.....	1,641,897.94	
Total income.....		\$ 911,797.15
Interest on bonds owned.....	\$ 23,025.00	
Miscellaneous income.....	\$ 890.66	
Income from other sources.....		\$ 23,915.66
Total income.....		\$ 935,712.81
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued.....	\$ 520,170.00	
Rents.....	113,370.00	
Taxes.....	82,627.64	
Other deductions.....	139,549.17	
Total deductions from income.....		\$ 855,716.81
Net income.....		\$ 79,996.00
Dividends, one per cent, common stock.....	\$ 79,996.00	
Total.....		\$ 79,996.00
Surplus on June 30, 1899.....		\$ 69,363.65
Additions for year.....		\$ 16,723.91
Surplus on June 30, 1901.....		\$ 86,087.56
The following amounts credited to profit and loss during the year:		
Proceeds of lands sold in excess of books value.....	\$ 15,503.91	
Proceeds of stock sold in excess of books value.....	100.00	
Adjustment of old coupon accounts, balance transferred to profit and loss ..	1,120.00	
Total.....		\$ 16,723.91

## STOCKS OWNED.

NAME.	Total par value.	Rate.	Valuation, Nominal.
Dubuque & Northwestern Railway.....	\$ 5.80		\$ 5.80
Total.....	\$ 5.80		\$ 5.80

## BONDS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
Iowa Falls & Sioux City Railroad Company.....	\$ 460,000.00	.07	\$ 23,025.00	\$ 532,283.13
4,605 coupons, April and October.....			\$ 23,235.00	
Less credited to cost of bonds.....			9,210.00	
			\$ 23,025.00	
Total.....	\$ 460,000.00	.07	\$ 23,025.00	\$ 532,283.13

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY USING PROPERTY LEASED.	ITEM.	TOTAL.
TRACKS:				
Between.....	Lemars and Sioux City.....	C., St. P., M. & O. R. R.	\$ 10,886.64	
	Ft. Dodge and Des Moines Jc.	C., R. I. & P. R. R.	2,700.00	
	Dubuque, Iowa.....	C. M. & St. P. R'y.	2,400.00	
	Sioux City, Iowa.....	C., St. P., M. & O. R. R.	1,000.00	
	Le Mars, Iowa.....	C., St. P., M. & O. R. R.	500.00	
	Onawa and Correctionville.....	C. & N.-W. R'y.	88.80	
	Sundries.....		170.02	
Total.....				\$ 17,748.46
Grand total rents received.....				\$ 17,748.46

## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES—			
Repairs of roadway.....	\$ 31,063.17	\$ 112,630.09	\$ 194,293.26
Renewals of rails.....	9,726.04	15,431.30	25,157.34
Renewals of ties.....	21,177.51	29,245.14	50,422.65
Repairs of bridges and culverts.....	57,316.73	79,342.14	137,658.87
Repairs of fences, road crossings, signs and cattle guards.....	6,047.46	8,351.26	14,398.72
Repairs of buildings.....	16,603.62	22,028.81	38,632.43
Repairs of telegraph.....	1,366.29	1,928.22	3,294.51
Total.....	\$ 155,932.79	\$ 270,573.87	\$ 466,506.66
MAINTENANCE OF EQUIPMENT—			
Repairs and renewals of locomotives.....	\$ 34,006.45	\$ 53,389.46	\$ 87,395.91
Repairs and renewals of passenger cars.....	37,846.00		37,846.00
Repairs and renewals of freight cars.....	3,211.14	102,478.23	105,689.37
Shop machinery, tools, etc.....		4,434.44	4,434.44
Total.....	\$ 75,063.59	\$ 160,302.13	\$ 235,365.72
CONDUCTING TRANSPORTATION—			
Wages of enginemen, firemen and round-housemen.....	\$ 62,901.76	\$ 98,824.94	\$ 161,726.70
Fuel for locomotives.....	34,831.30	96,561.51	131,392.81
Water supply for locomotives.....	4,062.54	4,974.50	9,037.04
All other supplies for locomotives.....	3,322.22	5,228.04	8,550.26
Wages of other trainmen.....	44,668.98	89,829.24	134,498.22
All other train supplies.....	18,010.86	11,444.50	29,455.36
Wages of switchmen, flagmen and watchmen.....	8,461.29	11,684.63	20,145.92
Expense of telegraph, including train dispatchers and operators.....	15,378.20	21,296.56	36,674.76
Wages of station agents, clerks and laborers.....	53,533.61	73,954.98	127,488.59
Station supplies.....	4,817.90	6,632.42	11,450.32
Switching charges—balance.....	2,280.75	3,149.60	5,430.35
Car mileage—balance.....	13,589.23	30,701.77	44,291.00
Loss and damage.....	2,205.95	7,945.67	10,151.62
Injuries to persons.....	10,935.70	15,129.29	26,064.99
Total.....	\$ 279,050.34	\$ 443,311.74	\$ 722,362.08



## OPERATING EXPENSES—CONTINUED.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>GENERAL EXPENSES—</b>			
Salaries of officers.....	\$ 14,882.09	\$ 20,551.45	\$ 35,433.54
Salaries of clerks.....	19,758.50	27,283.67	47,042.17
General office expenses and supplies.....	5,605.78	7,741.31	13,347.09
Agencies, including salaries and rent.....	17,540.92	19,124.56	36,665.48
Advertising.....	7,188.71	287.27	7,475.98
Commissions.....	3,902.50		3,902.50
Insurance.....	4,365.03	6,027.91	10,392.94
Expense of traffic associations.....	1,009.65	3,811.20	4,820.85
Legal expenses.....	7,948.24	10,976.13	18,924.37
Stationery and printing.....	10,587.97	12,597.98	23,185.95
Other general expenses.....	13,894.67	2,664.95	16,559.62
<b>Total.....</b>	<b>\$ 106,594.15</b>	<b>\$ 111,068.43</b>	<b>\$ 217,662.58</b>
<b>RECAPITULATION OF EXPENSES—</b>			
Maintenance of way and structures.....	\$ 195,932.79	\$ 270,573.87	\$ 466,506.66
Maintenance of equipment.....	75,064.49	160,302.13	235,366.62
Conducting transportation.....	279,050.34	443,311.74	722,362.08
General expenses.....	106,594.15	111,068.43	217,662.58
<b>Grand total.....</b>	<b>\$ 656,641.77</b>	<b>\$ 985,256.17</b>	<b>\$ 1,641,897.94</b>
Percentage of expenses to earnings—entire line.....			64.29
<b>OPERATING EXPENSES—STATE OF IOWA—</b>			
Maintenance of way and structures.....	\$ 193,464.03	\$ 267,164.61	\$ 460,628.64
Maintenance of equipment.....	75,488.74	157,856.64	233,345.38
Conducting transportation.....	273,037.23	436,050.76	709,087.99
General expenses.....	103,735.43	107,812.00	211,547.43
<b>Total.....</b>	<b>\$ 645,725.43</b>	<b>\$ 968,893.01</b>	<b>\$ 1,614,618.44</b>
Percentage of expenses to earnings—Iowa, proportional.....			63.87

## MISCELLANEOUS INCOME.

ITEM.	GROSS INCOME.	NET MISCELLANEOUS INCOME.
Interest on bills receivable (land notes).....	\$ 453.66	\$ 453.66
Other interest.....	437.00	437.00
<b>Total.....</b>	<b>\$ 890.66</b>	<b>\$ 890.66</b>

## RENTALS PAID.

## RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Cash.	Total.
Cedar Falls & Minnesota Railroad.....	\$ 113,370.00	\$ 113,370.00
<b>Total rents.....</b>	<b>\$ 113,370.00</b>	<b>\$ 113,370.00</b>

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road and cost of equipment.....	\$ 16,709,501.07	\$ 16,978,348.74	\$ 275,847.67	
Stocks of other companies owned.....	300.00	5.80		294.20
Bonds of other companies owned.....	541,493.13	539,283.13		2,210.00
Lands owned.....	24,616.88			24,616.88
Cash and current assets.....	17,633.82	37,589.66	19,955.84	
<b>Grand total.....</b>	<b>\$ 17,287,564.90</b>	<b>\$ 17,548,227.33</b>	<b>\$ 260,662.43</b>	

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 7,999,600.00	\$ 7,999,600.00		
Funded debt.....	8,906,000.00	9,142,000.00	236,000.00	
Current liabilities.....	312,596.25	329,534.77	16,938.52	
Profit and loss.....	69,368.63	86,092.56	16,723.93	
<b>Grand total.....</b>	<b>\$ 17,287,564.90</b>	<b>\$ 17,548,227.33</b>	<b>\$ 260,662.43</b>	

## IMPORTANT CHANGES DURING THE YEAR—STATE OF IOWA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All important physical changes (other than those above referred to). 4. All leases taken or surrendered. 5. All consolidations or re-organizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All important financial changes (other than those above referred to).

1. None.

2. None.

3. None.

4. The Dubuque & Sioux City Railroad on the 28th of February, 1891, demised and leased to the Illinois Central Railroad Company its railroad, extending from Dubuque to Sioux City, 326.58 miles in length; and from Cherokee to Onawa, 59.1 miles in length; and from Cherokee to Sioux Falls, South Dakota, 96.48 miles in length; from Manchester to Cedar Rapids, 41.85 miles in length; also the railroad of the Cedar Falls & Minnesota Railroad Company, heretofore demised to the Dubuque & Sioux City Railroad Company, extending from Cedar Falls Junction to the Minnesota State line, 75.58 miles in length. The demised premises being leased from July 1, 1890, for a term of sixteen years, the Illinois Central Railroad Company agreeing to keep the property in good condition and repair and to pay over to the Dubuque & Sioux City Railroad Company any net earnings which may remain after the payment of all legitimate expenses of operation and other necessary expenses incidental thereto, including taxes, damages recovered or paid for injuries to persons, or loss or injury to property.

5. None.

6. None.

7. \$236,000 5 per cent bonds delivered Illinois Central Railroad Company, in part payment of amount due that company.

8. None.



## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## EXPRESS COMPANIES.

The express business on this road is done by the American Express Company, they paying a specified sum for specified privileges, and extra for extra facilities.

## MAILS.

The rate of compensation for carrying the United States mails is fixed by the Postoffice Department, and is based upon the weight of the mails carried. This weight is taken every four years.

## SLEEPING, PARLOR OR DINING CAR COMPANIES.

Contract made June 1, 1891, between the Illinois Central Railroad Company and the Pullman Palace Car Company for use of their sleeping cars for twenty-five years. The Pullman company to furnish sleeping cars and the railroad company paying the usual mileage rates. This company has no parlor or dining cars running upon its line.

## FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

We have no contract with, and are not members of, any transportation company or fast freight line.

## RAILROAD, STEAMBOAT OR STEAMSHIP COMPANIES.

We have no contract with railroads, steamboat or steamship companies, covering or concerning the transportation of freight or passengers.

## TELEGRAPH COMPANIES.

The Western Union Telegraph Company handles telegraph business along the line of this road, under an agreement dated November 30, 1889. The telegraph company furnish the necessary materials and the railroad company the labor for the maintenance of the line; all messages of the railroad company pertaining to their business being transmitted free.

## EMPLOYEES AND SALARIES—STATE OF IOWA.

CLASS.	Average number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	11.45	3,584.70	\$ 31,379.76	\$ 8.75
General office clerks.....	82.03	25,600.54	51,706.47	2.05
Station agents.....	91.62	28,677.81	55,244.33	1.92
Other station men.....	111.66	34,951.08	52,126.06	1.50
Enginemen.....	66.81	20,910.01	74,228.27	3.55
Firemen.....	74.45	23,300.72	43,780.75	1.87
Conductors.....	54.40	17,027.45	50,068.21	2.93
Other trainmen.....	121.21	37,038.35	84,888.46	2.38
Machinists.....	25.77	8,065.63	19,201.09	2.26
Carpenters.....	42.00	13,144.00	29,721.93	1.37
Other shopmen.....	182.29	57,056.90	78,156.91	1.69
Section foremen.....	107.85	33,756.14	57,049.50	1.25
Other trackmen.....	446.66	139,804.33	174,942.17	1.81
Switchmen, flagmen and watchmen.....	53.45	16,728.72	30,358.31	1.71
Telegraph operators and dispatchers.....	55.36	17,526.18	29,504.04	1.68
All other employees and laborers.....	161.29	50,484.90	84,804.99	1.68
Total (including general officers)—Iowa.....	1,688.35	528,648.39	\$ 953,230.25	\$ 1.80
Less general officers.....	11.45	3,584.70	31,379.76	8.75
Total (excluding general officers)—Iowa.....	1,676.90	525,063.69	\$ 921,850.49	\$ 1.76
DISTRIBUTION OF ABOVE:				
General administration.....	93.53	29,275.24	\$3,086.23	2.84
Maintenance of way and structures.....	554.51	173,560.50	231,991.67	1.34
Maintenance of equipment.....	250.06	78,266.53	127,079.93	1.62
Conducting transportation.....	790.25	247,546.12	511,072.42	2.06
Total (including general officers)—Iowa.....	1,688.35	528,648.39	\$ 953,230.25	\$ 1.80
Less general officers.....	11.45	3,584.70	31,379.76	8.75
Total excluding general officers—Iowa.....	1,676.90	525,063.69	\$ 921,850.49	\$ 1.76
Total (including general officers)—D. & S. C. R. R.....	1,769.00	549,941.00	\$ 998,774.36	\$ 1.80

As shown on page 53, the Dubuque & Sioux City Railroad was leased to the Illinois Central Railroad Company from July 1, 1890, and since that date the road has been operated in connection with certain lines in Illinois and Wisconsin belonging to the Illinois Central Co.

Statistics relating to passengers carried one mile, and tons of freight carried one mile, have not been kept, and could not be furnished for the Dubuque & Sioux City Road singly without a good deal of labor and extra expense.

The lease above referred to provides that the receipts from through freight traffic shall, after deducting arbitraries, be prorated on a mileage basis, except freight traffic to and from Chicago, and freight traffic to and from Cairo, the receipts from which, after deducting arbitraries, shall be applied as follows:

## FREIGHT TRAFFIC TO AND FROM CHICAGO.

MILES.	Dubuque & Sioux City R. R.—per cent.	Illinois Central Railroad—per cent.
50 miles or less, over the Dubuque & Sioux City Railroad.....	35	65
50 miles and not over 100 miles.....	45	55
100 miles and not over 150 miles.....	55	45
150 miles and not over 200 miles.....	65	35
200 miles and not over 250 miles.....	75	25
250 miles and over.....	85	15
Onawa & Sioux Falls branches.....	45	55
Cedar Rapids Branch.....	45	55

## FREIGHT TRAFFIC TO AND FROM CAIRO.

50 miles or less, over the Dubuque & Sioux City Railroad.....	30	70
50 miles and not over 100 miles.....	35	65
100 miles and not over 150 miles.....	40	60
150 miles and not over 200 miles.....	45	55
200 miles and not over 250 miles.....	50	50
250 miles and over.....	55	45
Onawa & Sioux Falls branches.....	55	45
Cedar Rapids Branch.....	35	65

The effect of dividing the receipts from through freight traffic on the above basis is to add largely to the freight earnings of the Dubuque & Sioux City Railroad, and accounts largely for the increase in freight revenue this year over last year.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	FROM—	TO—	MILES.		
I. F. & S. C., \$3,000,000.00.....	Iowa Falls.....	Sioux City.....	183.69	16,331.86	None
D. & S. C., \$3,000,000.00.....	Dubuque.....	Lowa Falls.....	142.89	20,935.17	None
C. & D \$3,100,000.00.....	Cherokee.....	Onawa.....	59.10	19,925.44	None
C. R. & C., \$830,000.00.....	Manchester.....	Cedar Rapids....	41.85	19,856.63	None

## PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF IOWA.

PASSENGER TRAFFIC:	
Number of passengers carried earning revenue.....	748,437
Total passenger revenue.....	\$ 443,000.80
Average amount received from each passenger.....	.5925
Total passenger earnings.....	763,942.94
Passenger earnings per mile of road (886.90 miles).....	1,322.67.556
Passenger earnings per train mile.....	.89.212



## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue	906,246
Total freight revenue	1,741,405.06
Average amount received for each ton of freight	1.94.797
Total freight earnings	1,741,756.06
Freight earnings per mile of road	3,038.44.125
Freight earnings per train mile	1.45.383

## PASSENGER AND FREIGHT:

Passenger and freight revenue	2,384,504.86
Passenger and freight revenue per mile of road	4,159.69.726
Passenger and freight earnings	2,505,699.00
Passenger and freight earnings per mile of road	4,371.11.681
Gross earnings from operation	2,537,365.51
Gross earnings from operation per mile of road	4,426.35.809
Expenses	1,612,618.44
Expenses per mile of road	2,813.16.454

## TRAIN MILEAGE:

Miles run by passenger trains	856,323
Miles run by freight trains	1,198,048
Total mileage trains earning revenue	2,054,371
Miles run by switching trains	244,911
Miles run by construction and other trains	143,125
Grand total train mileage	2,442,407
Mileage of loaded freight cars—east	7,357,816
Mileage of loaded freight cars—west	8,348,319
Mileage of empty freight cars—east	2,570,013
Mileage of empty freight cars—west	1,861,679
Average number of freight cars in train	16.81
Average number of loaded cars in train	13.11
Average number of empty cars in train	3.70

The mileage of switching trains is computed at six miles per hour for terminal switching

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ENTIRE ILLINOIS CENTRAL SYSTEM 2,875.18 MILES.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue	10,108,375
Number of passengers carried one mile	183,875.079
Average distance carried	18.19
Total passenger revenue	\$ 3,812,339.80
Average amount received from each passenger	.37.715
Average receipts per passenger per mile	.02.073
Estimated cost of carrying each passenger one mile	.02.150
Total passenger earnings	4,760,224.60
Passenger earnings per mile of road	1,665.62.664
Passenger earnings per train mile	.81.988

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue	6,948,867
Number of tons carried one mile	1,302,002.213
Average distance haul of one ton, miles	187.37
Total freight revenue	12,160,900.22
Average amount received for each ton of freight	1.75.001
Average receipts per ton per mile	.934
Estimated cost of carrying one ton one mile	.602
Total freight earnings	12,177,616.76
Freight earnings per mile of road	4,235.42.761
Freight earnings per train mile	1.20.713

## PASSENGER AND FREIGHT:

Passenger and freight revenue	15,972,940.02
Passenger and freight revenue per mile of road	5,535.45.740
Passenger and freight earnings	16,007,841.36
Passenger and freight earnings per mile of road	5,891.05.425
Gross earnings from operation	17,786,241.88
Gross earnings from operation per mile of road	6,186.13.161
Expenses	11,705,033.32
Expenses per mile of road	4,102.37.040

## TRAIN MILEAGE:

Miles run by passenger trains	5,805,488
Miles run by freight trains	10,088,035
Miles run by mixed trains	
Total mileage trains earning revenue	15,893,523
Miles run by switching trains	3,190,838
Miles run by construction and other trains	925,003

Grand total train mileage 20,018,364

Mileage of loaded freight cars—north or east	70,030,292
Mileage of loaded freight cars—south or west	65,065,031
Mileage of empty freight cars—north or east	23,166,850
Mileage of empty freight cars—south or west	27,643,512
Average number of freight cars in train	18.43
Average number of loaded cars in train	13.39
Average number of empty cars in train	5.04
Average number of tons of freight in train	129.06
Average number of tons of freight in each loaded car	9.63

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES:						
Passenger .....		17	17	Westinghouse.		
Freight .....		30	14	Westinghouse.		
Switching .....		8				
Total locomotives .....		55	31			
CARS IN PASSENGER SERVICE—						
First-class passenger cars .....		28	28	Westinghouse.	28	Miller.
Baggage, express, and postal cars .....		17	17	Westinghouse.	17	Miller.
Total .....		45	45		45	
CARS IN FREIGHT SERVICE:						
Flat cars .....		137				
Stock cars .....		24				
Coal cars .....		24				
Tank cars .....		14				
Total .....		199				
CARS IN COMPANY'S SERVICE—						
Caboose cars .....		7				
Total .....		7				
Grand total cars .....		251	45		45	



## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF AGRICULTURE—				
Grain.....	203,165	5,001	208,166	29.90
Flour.....	7,064	2,002	9,066	.91
Other mill products.....	6,339	981	7,320	.73
Hay.....	8,686	581	9,267	.93
Tobacco.....	169	169	338	.03
Fruit and vegetables.....	2,083	3,201	5,284	.53
Potatoes.....	2,147	225	2,372	.24
Flax seed.....	20,035	966	21,001	2.11
PRODUCTS OF ANIMALS—				
Live stock.....	99,038	5,514	104,552	10.50
Dressed meats.....	1,464	.....	1,464	.15
Other packing-house products.....	19,099	388	19,487	1.96
Poultry, game and fish.....	1,101	70	1,171	.12
Wool.....	43	4	47	.....
Hides and leather.....	1,141	84	1,225	.13
PRODUCTS OF MINES—				
Anthracite coal.....	64	18,413	18,477	1.85
Bituminous coal.....	5,202	116,709	121,911	12.24
Coke.....	161	550	711	.07
Stone, sand and other like articles.....	10,697	31,998	42,695	4.29
PRODUCTS OF FOREST—				
Lumber.....	55,845	42,714	98,559	8.89
MANUFACTURES—				
Petroleum and other oils.....	4,416	5,198	9,614	.96
Sugar.....	2,158	5,439	7,597	.76
Naval stores.....	37	43	80	.....
Iron, pig and bloom.....	11	178	189	.02
Iron and steel rails.....	.....	375	375	.04
Other castings and machinery.....	2,516	4,881	7,397	.74
Bar and sheet metal.....	1,390	3,658	5,048	.50
Cement, brick and lime.....	9,571	7,005	16,576	1.66
Agricultural implements.....	1,469	2,922	4,391	.44
Wagons, carriages, tools, etc.....	685	1,276	1,961	.20
Wines, liquors and beers.....	783	1,814	2,597	.26
Household goods and furniture.....	3,860	3,631	7,491	.75
MERCHANDISE.....	19,265	6,720	25,985	2.61
MISCELLANEOUS—				
Other commodities not mentioned above.....	173,389	60,479	233,868	23.48
Total tonnage—Iowa.....	663,037	333,189	996,246	100
Total tonnage—entire line.....	686,250	333,189	999,439	.....

## MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of pro- prietary companies.		Line operated under lease.	Line operated under con- tract, etc.	Line operated under track- age rights.	Total mileage operated.	New line con- structed during year.	RAILS.					
	Main line.	Branches and spurs.	Line of pro- prietary companies.	Line operated under lease.						Line operated under con- tract, etc.	Line operated under track- age rights.	Total mileage operated.	New line con- structed during year.		
														Iron.	Steel.
Miles of single track .....	326.58	197.43	.....	70.58	.....	.....	.....	590.50	.....	65.33	534.26				
Miles of second track .....	61	16.81	.....	4.70	.....	.....	.....	87.61	.....	67.06	19.92				
Miles of yard track and sidings .....	66.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....				
Total mileage operated (all tracks) .....	352.79	214.24	.....	80.28	.....	.....	.....	687.81	.....	132.39	554.79				

## MILEAGE OF LINE BY STATES AND TERRITORIES.

MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line of pro- prietary companies.	Line operated under lease.	Line operated under con- track, etc.	New line con- structed dur- ing year.	Total mileage, excluding trackage rights.	Line operated under track- age rights.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Iowa.....	326.58	171.08		75.58			574.84		65.33	507.91
Minnesota.....		11.40					11.40			11.40
South Dakota.....		14.95					14.95			14.95
Total mileage operated (single track).....	326.58	197.43		75.58			596.59		65.33	534.26
II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.										
Iowa.....	326.58	171.08					497.66			497.66
Minnesota.....		11.40					11.40			11.40
South Dakota.....		14.95					14.95			14.95
Total mileage owned (single track).....	326.58	197.43					524.01			524.01

II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.



## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	1	16	1	8	.....	2	1	26
Falling from trains and engines.....	1	4	.....	.....	.....	.....	1	4
Other train accidents.....	1	6	.....	.....	4	9	5	15
Other causes.....	1	4	.....	1	.....	12	1	17
Total.....	4	30	1	9	4	23	6	62

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.				TOTAL.	
			TRESPASSERS.		NOT TRESPASSERS.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	.....	10	1	1	.....	.....	1	1
Derailements.....	.....	1	.....	.....	.....	.....	.....	.....
Other train accidents.....	1	1	2	5	.....	.....	3	6
At highway crossings.....	.....	.....	.....	.....	1	1	1	1
Other causes.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	1	12	3	6	1	1	4	9

## ACCIDENTS TO EMPLOYEES.

CAUSE OF ACCIDENT.	OTHER TRAIN ACCIDENTS.		OTHER CAUSES.		PASSENGERS.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
TRAINMEN—								
Unloading timber.....	1	.....	.....	.....	.....	.....	.....	.....
Climbing on moving trains.....	.....	4	.....	.....	.....	.....	.....	.....
While on duty.....	.....	.....	.....	.....	.....	.....	.....	.....
OTHER EMPLOYEES—								
Bridge wreck.....	1	.....	.....	.....	.....	.....	.....	.....
Jumped off moving train.....	1	.....	.....	.....	.....	.....	.....	.....
Walking on track.....	12	.....	.....	.....	.....	.....	.....	.....
While on duty.....	.....	9	.....	.....	.....	.....	.....	.....
TRAINMEN—								
Stepped in front moving engine.....	.....	.....	1	.....	.....	.....	.....	.....
Handling freights.....	.....	.....	.....	3	.....	.....	.....	.....
Fell on rock ballast.....	.....	.....	.....	1	.....	.....	.....	.....
Switchman unloading freight.....	.....	.....	.....	1	.....	.....	.....	.....
Other employees while on duty.....	.....	.....	.....	12	.....	.....	.....	.....
Falling off moving trains.....	.....	.....	.....	.....	1	1	.....	.....
Trespassers walking on track.....	.....	.....	.....	.....	.....	.....	12	.....
Fell off bridge.....	.....	.....	.....	.....	.....	.....	.....	12

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.	Miles.	ALIGNMENT.				PROFILE.			
		Number of curves.		Aggregate length of curved lines.		Length of level line.		Sum of ascents—feet.	
		Number of curves.	Aggregate length of curved lines.	Length of straight line.	Length of level line.	Sum of ascents—feet.	Aggregate length of ascending grades.	Number.	Sum of descents—feet.
DUBUQUE & SIOUX CITY RAILROAD—	142.89	122	20.16	113.73	15.40	91	73.94	77	1,792.36
Dubuque.....	183.69	84	19.22	164.47	51.13	93	60.76	96	1,887.25
Iowa Falls.....	75.58	56	13.96	61.62	11.97	49	38.59	44	616.89
Sioux City.....	50.10	64	8.81	50.29	24.82	48	38.50	54	526.00
Cedar Falls Junction.....	96.48	101	19.30	77.00	15.95	73	40.15	61	1,378.30
Cherokee.....	41.85	56	8.43	33.42	8.60	19	450.50	29	681.50
Manchester.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	599.59	483	99.66	500.59	157.57	373	7,534.46	358	5,103.21

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.
BRIDGES—				
Iron.....	27	3,688.9	47	277
Wooden.....	13	2,691.0	60	437
Combination.....	.....	.....	.....	.....
Total.....	40	6,380.9	.....	.....
TRETTLES.....	753	64,367	.....	578



## OVERHEAD FARM CROSSINGS—

Farm crossings under trestles.....	2
Height of lowest above surface of rail, feet.....	18.4

## OVERHEAD RAILWAY CROSSINGS—

Bridges.....	4
Height of lowest above surface of rail, feet.....	19.5
Trestles.....	1
Height above surface of rail, feet.....	17.4

## GAUGE OF TRACK—

Four feet, eight and one-half inches; 573.24 miles.

## TELEGRAPH.

No telegraph owned by Dubuque & Sioux City Railroad Company.  
Miles of line, 573; miles of wire, 2,238.  
Owned by the Western Union Telegraph Company, which Company operates 789 miles of the wire, and the Illinois Central Railroad Company operates 1,449 miles.

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.			
KIND.	Tons.	Weight per yard, lbs.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.	
Steel.....	1,747.84	75	31.88	Oak.....	130,227	\$	.43
				Pine.....	10,636		.42
Total steel...	1,747.84	75	31.88	Total.....	140,863	\$	.42

## CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal—bituminous.	Cords of wood—hard.	Total fuel consumed—tons.	Miles run.	Average lbs. consumed per mile.
Passenger.....	28,249	539.50	28,668.67	877,074	65.24
Freight.....	54,780	723.00	55,268.967	1,219,326	90.65
Switching.....	5,740	73.15	5,759.29	249,857	46.34
Construction.....	5,202	14.90	5,211.58	143,501	72.59
Total.....	93,971	1,300.55	94,878.21	2,489,848	76.21
Average cost at distributing point, per ton, \$	1.05	4.74	1.11		

## CAR MILEAGE.

State below all individuals, co-operative fast freight lines and stock companies to which the company making this report pays mileage for the use of cars.

Ames, M. T. & Co.	Lackawanna Line and Tiffany Refrigerator Company
American Refrigerator Transit Company.	Company
Amour & Co.	Merchants' Despatch Transportation Company.
American Live Stock Transportation Company.	Missouri Coal Foundry Company.
Anglo-American Packing and Provision Company.	Manhattan Oil Company.
Allen Paper Car Wheel Company.	Mattoon Manufacturing Company.
Anstell Refrigerator Car Company.	Morris, Nelson & Co.
	Menaska Wooden Ware Company.

Atlantic Stone, Coal and Lumber Line.  
Arms Palace Horse Car Company.  
American Cotton Oil Company.  
Burton Stock Car Company.  
Barelay Coal Mining Company.  
Blue Line.  
Busch, Adolph.  
Canadian Pacific Despatch.  
Chicago Refrigerator Car Company.  
California Fruit Transportation Company.  
Cupples, Samuel C.  
Canada Cattle Car Company.  
Chicago Stock Car Company.  
Charlotte Oil and Fertilizer Company.  
Dodd, Jacob & Son.  
Empire Line.  
Eric Despatch.  
East St. Louis Dressed Beef Line.  
Ellsworth, J. W., & Co.  
Eagle Consolidated Refining Company.  
Excelsior Oil Tank Company.  
Ellwood, W. L. & Co.  
Falls Brook Coal Company.  
Great Eastern Line.  
Standard Oil Company of Illinois.  
Hull, G. H. & Co.  
Hicks Stock Car Company.  
Hilt, John Lee Company.  
Havens, C. B. & Co.  
Illinois Valley Coal Company.  
Iron Car Express Coal Line.  
Jinks Live Poultry Transportation Company  
Joliet and Chicago Stone Company.  
Klausman Brewing Company.  
Kanawha Valley Rolling Stock Company.  
Kansas City Dressed Beef Line.  
Kansas City Refrigerator Car Company.  
Keystone Palace Horse Car Company.  
Cold Blast Transportation Company.  
Louisiana Electric Light Company.

Michigan Salt, Lime and Car Loan Company.  
Mather Horse and Stock Car Company.  
National Dispatch Line.  
National Linseed Oil Company.  
New England Car Company.  
Ohio Oil Works.  
Union Refrigerator Transit Company.  
Pullman Palace Car Company.  
Paragon Refining Company.  
Pittsburg and Toledo Despatch.  
Red Line Transit Company.  
Rumsey, M. & Co.  
Rend, W. P. & Co.  
Springside Coal and Mining Company.  
St. Louis Refrigerator Car Company.  
Sun Oil Company.  
Silberhoon Company.  
Southern Cotton Oil Company.  
Sheboygan Chair Company.  
Seaboard Air Line.  
Southern Despatch Lumber Line.  
St. Charles Car Company.  
Streets Stable Car Line.  
Swift Refrigerator Line.  
Southern Iron Car Line.  
Tropical Transportation Company  
Union Line.  
Union Tank Line.  
Virginia and Alabama Coal Company  
White Line Transit Company.  
Wilmington Refining Company.  
Waters Pierce Oil Company.  
Waverly Oil Company.  
Willis, F. E. & Co.  
Weaver Fertilizing Company.  
Barrett & Barrett.  
Brill, J. G. & Co.  
Gate City Oil Company.  
Interstate Ventilator Refining Company.  
Polar Refrigerator Car Company.

STATE OF ILLINOIS.  
COUNTY OF COOK. ss.

We, the undersigned, J. C. Welling, Vice-President, and Henry De Wolf, Treasurer, of the Dubuque and Sioux City Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all of the financial operations of said company during the period for which said return is made.

J. C. WELLING, Vice-President.

HENRY DE WOLF, Treasurer.

Subscribed and sworn to before me this 6th day of October, 1891.

[SEAL.]

JOHN DUNN.

Notary Public, Cook County, Illinois.



## ANNUAL REPORT

OF THE

## HUMESTON &amp; SHENANDOAH RAILROAD COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
Three.
- Page 7. Give the names of your attorneys in Iowa.  
Superintendents for Iowa.  
Division superintendents for Iowa.
- Page 11. Total mileage operated in Iowa.
- Page 13. Total mileage in Iowa.
- Page 17. 1—Amount of stock issued for dividends on earnings.  
None.  
2—Amount of stock per mile of road.  
3—Amount of stock representing road in Iowa.  
\$4,026,000.00.  
4—Amount of stock held in Iowa.  
Three shares.
- Page 19. Amount of funded debt representing road in Iowa.  
\$2,684,000.00.
- Page 27. Grand total for Iowa.
- Page 33. Taxes paid in Iowa.
- Page 45. 1—Operating expenses per mile of road.  
2—Operating expenses per train mile.  
3—Proportion of operating expenses and taxes for Iowa.  
4—Percentage of expenses to earnings.  
5—Net earnings per train mile.  
6—Percentage of earnings to stock and debt.  
7—Percentage of earnings to cost of road and equipment.  
8—Surplus at the commencement of the year.  
9—Surplus at the close of the year.  
10—Amount of its own stock owned by the company.

- Page 46. Fencing in Iowa.  
1—How many miles of new fencing on your road in Iowa?  
190.9.  
2—How many miles of unfenced road in Iowa?  
None.  
3—What is the average cost per mile of fencing?  
\$169.38.  
4—What is the total cost of the same?  
\$32,333.95.  
5—How many miles of new fencing built during the year?  
28.4.

- Page 62 and following. 1—Average number of tons of freight in cars, when shipped in car lots.  
Not known.  
2—Average number of tons in cars when in less than car lots.  
Not known.  
3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
A 38-ton engine can haul about 290 tons of freight over the entire line.  
\*4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.  
a—Total receipts for freight forwarded to points outside the State.  
b—Total receipts for freight received from points outside the State.  
c—Total receipts for freight forwarded to points within the State.  
d—Total receipts for freight received from points within the State.  
e—Total receipts from passengers destined to points outside the State.  
f—Total receipts from passengers from points outside the State.  
g—Total receipts from passengers destined to points within the State.  
h—Total receipts from passengers from points within the State.  
\*5—Total amount received for local freight.  
\*6—Total amount received for through freight.  
\*7—Number of tons of local freight carried.  
\*8—Total amount received from freight originating in Iowa and passing outside the State.  
\*9—Total amount received from freight originating outside the State and destined to points in Iowa.  
\*10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?  
\*11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?  
\*12—What per cent does the local freight business of Iowa bear to business originating outside the State and destined to points within the State?  
\*13—What per cent does local freight business bear to freight moved across the State, from points outside to points outside the State?  
\*14—What per cent of freight received at each station on your road is local and what per cent interstate?  
\*15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?  
\*16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?  
\*17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?  
\*18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?  
\*19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

\* No statistics.



- Page 64. Tonnage crossing Mississippi River bridge at ..... for the year ending June 30, 1891:  
 East bound, number of tons.....  
 West bound, number of tons.....  
 Total tons.....  
 Tonnage crossing Missouri River bridge at ..... for the year ending June 30, 1891:  
 East bound, number tons.....  
 West bound, number tons.....  
 Total tons.....  
 No bridge.
- Page 66. Under heading "State or Territory" insert Iowa.
- Page 77. Under "Overhead Highway Crossings," insert Overhead Farm Crossings.  
 Under "Conduits," insert Farm Crossings. "Under."

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from congressional grants.  
 2—State the number of acres yet to inure to your company from congressional grants.  
 3—State the average price at which these lands have been sold or contracted by the company.  
 4—State the number of acres sold.  
 5—State the amount received from sales.  
 6—State the amount unpaid on outstanding contracts.  
 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.  
 8—State the amount expended in sale and management of lands.  
 9—State the amount of taxes paid on lands.  
 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.  
 11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.
- Page 80. What provision, if any, has been made by this road for the payment of its funded debt?  
 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.  
 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

## HISTORY.

- Name of common carrier making this report:  
 Humeston & Shenandoah Railroad Company.
- Date of organization:  
 February 12, 1881.
- Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:  
 Iowa.  
 a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:  
 Original organization.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James F. How.....	St. Louis, Mo.....	Second Wednesday of April, 1892.
George S. Grover.....	St. Louis, Mo.....	
Charles M. Hays.....	St. Louis, Mo.....	
W. W. Baldwin.....	Burlington, Iowa.....	
H. B. Scott.....	Burlington, Iowa.....	
H. E. Jarvis.....	Burlington, Iowa.....	

Total number of stockholders at date of last election?  
 Eight.

Date of last meeting of stockholders for election of directors?  
 April 8, 1891.

Give post-office address of operating office.  
 Clarinda, Iowa.

Give post-office address of general office.  
 Clarinda, Iowa.

Number of stockholders in Iowa at date of last election:  
 Three.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	W. W. Baldwin.....	Burlington, Iowa.
Secretary.....	E. C. Murphy.....	Clarinda, Iowa.
Treasurer.....	James F. How.....	St. Louis, Missouri.
Auditor and Asst. Treasurer.....	J. H. Ellis.....	Clarinda, Iowa.
General Manager.....	E. C. Murphy.....	Clarinda, Iowa.
General Freight Agent.....	H. S. Nelson.....	Clarinda, Iowa.
General Passenger Agent.....		
General Ticket Agent.....		
General Baggage Agent.....		

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 32,136.30
Due from agents.....	241.36
Net traffic balances due from other companies.....	513.99
Due from solvent companies and individuals.....	96,060.70
Total.....	\$ 133,569.35
* Materials and supplies on hand, \$16,819.46.	

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Audited vouchers and accounts.....	\$ 4,813.30
Wages and salaries.....	7,275.46
Matured interest coupons unpaid (including coupons due July 1).....	93,940.00
Balance—Cash Assets.....	27,539.69
Total.....	\$ 133,569.35



## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
MAIN LINE OWNED— Humeston & Shenandoah Railroad .....	Van Wert, Iowa .....	Shenandoah, Iowa.....	95.45	95.45
LINE OPERATED UNDER TRACKAGE RIGHTS— Keokuk & Western Railroad. ....	Humeston, Iowa .....	Van Wert, Iowa.....	17.08	17.08
Total. ....			112.53	112.53

The Humeston & Shenandoah Railroad Company has only the right to run its trains on the tracks of the Keokuk & Western Railroad Company, receiving no revenue from that line; the earnings and expenses which this report covers are therefore apportioned to the 95.45 miles of road owned.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
CAPITAL STOCK: Common.....	40,260	\$ 100.00	\$ 4,026,000.00	\$ 4,026,000.00		
Total.....	40,260	\$ 100.00	\$ 4,026,000.00	\$ 4,026,000.00		

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized	REMARKS.
ISSUED FOR CONSTRUCTION: Common .....			40,260		All stock represents road in Iowa. None issued for dividends. Three shares held in Iowa.
Total.....			40,260		

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of au- thorized issue	Amount issued.	Amount out- standing.	Cash realized on amount issued.	Rate.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
First mortgage bonds.....	April 1, '81	Mich 31, 1911	\$ 3,000,000.00	\$2,684,000.00	\$2,684,000.00	*2,684,000.00	7	Jan. 1, July 1 ....	\$ 187,880.00	\$ 187,880.00

\* This interest was provided for by Chicago, Burlington & Quincy Railroad Company, and Wabash, St. Louis and Pacific Railway Company, who, as lessees, paid the Humeston & Shenandoah Railroad Company, for rental of its line, the above amount.

No part of this was paid by the Humeston & Shenandoah Railroad Company from its earnings, which, after paying operating expenses, taxes, and rentals, netted only \$13,001.61, or less than one-half of one per cent on its funded debt.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 2,684,000.00	\$ 2,684,000.00	\$ 187,880.00	\$ 187,880.00
Total.....	\$ 2,684,000.00	\$ 2,684,000.00	\$ 187,880.00	\$ 187,880.00



## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount out- standing.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$ 4,026,000.00	\$ 4,026,000.00	\$ .....	95.45	\$42,179.15
Bonds.....	2,684,000.00	2,684,000.00	.....	95.45	28,119.44
Total.....	\$ 6,710,000.00	\$ 6,710,000.00	\$ .....	95.45	\$70,298.59

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures dur- ing year not in- cluded in operat- ing expenses, charged to con- struction or equipment.	Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
Construction--				
Right of way.....	\$ 15.50	\$ .....	\$ .....	\$ .....
Total construction.....	\$ 15.50	\$ .....	\$ .....	\$ .....
Grand total cost construction, equip- ment, etc.....	\$ 15.50	\$ 6,719,311.95	\$ 6,719,327.45	\$ 70,396.31
Total cost construction, equipment, etc., State of Iowa.....	\$ 15.50	\$ 6,719,311.95	\$ 6,719,327.45	\$ 70,396.31

## INCOME ACCOUNT.

Gross earnings from operation.....	\$ 174,920.61
Less operating expenses.....	141,259.31
Income from operation.....	\$ 33,661.30
Total income.....	\$ 33,661.30
DEDUCTIONS FROM INCOME--	
Rents.....	12,000.00
Taxes.....	8,659.69
Total deductions from income.....	\$ 20,659.69
Net income.....	\$ 13,001.61
Surplus from operations of year ending June 30, 1891.....	13,001.61
Surplus on June 30, 1890.....	35,510.26
Surplus on June 30, 1891.....	\$ 48,511.87

## EARNINGS FROM OPERATION--STATE OF IOWA.

PASSENGER--	
Passenger revenue.....	\$ 30,813.80
Excessive fares refunded.....	316.50
Total passenger revenue.....	\$ 30,497.30
Mail.....	6,784.52
Express.....	2,712.00
Total passenger earnings.....	\$ 39,993.82

## FREIGHT--

Freight revenue.....	\$ 133,697.75
Overcharge to shippers.....	389.41
Total freight revenue.....	\$ 133,218.34
Total freight earnings.....	\$ 133,218.34
Total passenger and freight earnings.....	\$ 173,212.16
OTHER EARNINGS FROM OPERATION--	
Telegraph Companies.....	347.53
Rents not otherwise provided for.....	1,360.02
Total other earnings.....	\$ 1,708.45
Total gross earnings from operation, Iowa.....	All
Total gross earnings from operation, entire line.....	\$ 174,920.61

## OPERATING EXPENSES.

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES.			
Repairs of roadway.....	\$ 11,538.44	\$ 17,637.56	\$ 29,176.00
Renewals of rails.....	733.39	1,100.99	1,834.38
Renewals of ties.....	4,374.74	6,412.12	10,786.86
Repairs of bridges and culverts.....	4,000.38	6,135.56	10,235.94
Repairs of fences, road-crossings, signs, and cattle guards.....	1,110.62	1,665.93	2,776.55
Repairs of buildings.....	918.92	1,378.39	2,297.31
Repairs of telegraph.....	13.14	19.71	32.85
Total.....	\$ 22,899.63	\$ 34,349.45	\$ 57,249.08
MAINTENANCE OF EQUIPMENT:			
Repairs and renewals of locomotives.....	\$ 2,772.34	\$ 6,060.86	\$ 8,833.20
Repairs and renewals of passenger cars.....	1,724.55	.....	1,724.55
Repairs and renewals of freight cars.....	.....	4,177.83	4,177.83
Total.....	\$ 4,496.89	\$ 10,838.69	\$ 15,335.58
CONDUCTING TRANSPORTATION:			
Wages of engine-men, firemen and round-housemen.....	\$ 5,260.04	\$ 8,090.19	\$ 13,350.23
Fuel for locomotives.....	1,556.95	11,325.55	12,882.50
Water-supply for locomotives.....	387.01	580.52	967.53
All other supplies for locomotives.....	191.70	585.99	777.69
Wages of other trainmen.....	4,854.31	8,062.52	12,916.83
All other train supplies.....	454.24	567.04	1,021.28
Wages of switchmen, flagmen and watchmen.....	189.67	284.51	474.18
Wages of station agents, clerks, and laborers.....	4,154.36	6,211.85	10,366.21
Station supplies.....	515.84	773.77	1,289.61
Loss and damage.....	359.98	450.33	810.31
Injuries to persons.....	1,155.60	2,159.60	3,315.20
Total.....	\$ 19,109.30	\$ 39,311.87	\$ 58,421.17
GENERAL EXPENSES:			
Salaries of officers.....	\$ 2,919.94	\$ 4,379.90	\$ 7,299.84
Salaries of clerks.....	480.00	730.00	1,210.00
General office expenses and supplies.....	198.70	253.07	451.77
Advertising.....	89.85	.....	89.85
Insurance.....	340.60	510.50	851.10
Legal expenses.....	132.30	198.45	330.75
Total.....	\$ 4,101.40	\$ 6,152.08	\$ 10,253.48
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures.....	\$ 22,899.63	\$ 34,349.45	\$ 57,249.08
Maintenance of equipment.....	4,496.89	10,838.69	15,335.58
Conducting transportation.....	19,109.30	39,311.87	58,421.17
General expenses.....	4,101.40	6,152.08	10,253.48
Grand total.....	\$ 50,607.22	\$ 90,652.09	\$ 141,259.31
Percentage of expenses to earnings--entire line.....	.....	.....	80.76



## RENTALS PAID.

## A. RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Cash.	Total.
Keokuk & Western Railroad trackage, 17 8-100 miles .....	\$ 12,000.00	\$ 12,000.00
Total rents--A.....		\$ 12,000.00

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 6,719,311.95	\$ 6,719,327.45	\$ 15.50	\$.....
Cost of equipment.....	16,820.43	27,539.69	10,719.26	.....
Cash and current assets.....	14,552.61	16,819.46	2,266.85	.....
Materials and supplies .....				
Grand total.....	\$ 6,750,684.99	\$ 6,763,686.60	\$ 13,001.61	\$.....

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 4,026,000.00	\$ 4,026,000.00	\$.....	\$.....
Funded debt.....	2,684,000.00	2,684,000.00	.....	.....
Local aid.....	5,174.74	5,174.73	.....	.....
Profit and loss.....	35,510.25	48,511.87	13,001.61	.....
Grand total.....	\$ 6,750,684.99	\$ 6,763,686.60	\$ 13,001.61	\$.....

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## EXPRESS COMPANIES.

American Express Company does business on the line, paying \$25 per month for the privilege.

## MAILS.

United States mail is carried on one passenger train each way, daily, except Sunday, at rate of \$70.11 per mile per annum.

## SLEEPING, PARLOR OR DINING CAR COMPANIES.

No sleeping, parlor nor dining cars are run.

## FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

No contracts with fast freight or similar transportation companies.

## OTHER RAILROAD COMPANIES.

Traffic agreements with connecting lines subject to change at any time.

## STEAMBOAT OR STEAMSHIP COMPANIES.

Telegraph line was built and is owned by Humeston & Shenandoah Railroad Company. Instruments and batteries are furnished by Western Union Telegraph Company. Earnings from commercial business are divided between the two companies.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.
	FROM—	TO—	Miles.			
First mortgage bonds, Van Wert, Iowa, Shenandoah, Ia..			95.45	\$ 28,119.44	All	None

## EMPLOYES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	3	939	\$ 7,299.84	7.77
Master Machanic and Road Master.....	2	620	2,700.00	4.31
General office clerks and master machanic's office clerk.....	3	939	2,050.00	2.18
Station agents.....	16	4,904	9,249.88	1.89
Other station men.....	1	313	108.00	.63
Enginemen.....	5	1,543	6,602.13	4.07
Firemen.....	9	1,643	3,817.73	2.32
Conductors.....	5	1,543	4,903.47	2.98
Other trainmen.....	9	2,922	5,218.81	1.79
Machinists.....	4	1,304	3,734.20	2.63
Carpenters, car repairers and cleaners.....	15	4,669	8,891.89	1.95
Other shopmen.....	15	4,617	7,946.84	1.72
Section foremen.....	18	5,634	9,718.34	1.72
Other trackmen.....	45	14,111	15,732.53	1.12
Switchmen, flagmen and watchmen.....	1	286	471.60	1.65
Telegraph operators and dispatchers.....	2	626	1,980.00	3.16
All other employees and laborers.....	4	1,070	1,852.63	1.73
Total (including general officers)—Iowa.....	153	47,889	\$ 92,157.31	1.92
Less general officers.....	3	939	\$ 7,299.84	7.77
Total (excluding general officers)—Iowa.....	150	46,950	\$ 84,857.47	1.81
DISTRIBUTION OF ABOVE—				
General administration.....	5	1,505	\$ 8,569.84	5.48
Maintenance of way and structures.....	74	22,954	32,472.73	1.41
Maintenance of equipment.....	20	6,055	13,368.65	2.21
Conducting transportation.....	54	17,345	37,746.00	2.18
Total (including general officers)—Iowa.....	153	47,889	\$ 92,157.31	1.92
Less general officers.....	3	939	\$ 7,299.84	7.77
Total (excluding general officers)—Iowa.....	150	46,950	\$ 84,857.47	1.81
*Total (including general officers)—entire line.....				

\*All for Iowa.

No accurate distribution of labor as here classified is practicable, and the figures shown are only an approximation.



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue.....	45,195
Number of passengers carried one mile.....	1,204,268
Average distance carried—miles.....	26.96
Total passenger revenue.....	\$ 30,497.30
Average amount received from each passenger.....	.67.497
Average receipts per passenger per mile.....	\$9.532
*Estimated cost of carrying each passenger one mile.....	.03.193
Total passenger earnings.....	39,991.82
Passenger earnings per mile of road.....	419.00.282
Passenger earnings per train-mile.....	.54.896

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue.....	126,252
Number of tons carried one mile.....	9,398,115
Average distance haul of one ton—miles.....	74.04
Total freight revenue.....	\$ 123,218.34
Average amount received for each ton of freight.....	1.05.518
Average receipts per ton per mile.....	.01.417
Estimated cost of carrying one ton one mile.....	.00.964
Total freight earnings.....	123,218.34
Freight earnings per mile of road.....	1,395.68.674
Freight earnings per train-mile.....	1.24.281

## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	\$ 163,715.64
Passenger and freight revenue per mile of road.....	1,715.19.790
Passenger and freight earnings.....	173,212.16
Passenger and freight earnings per mile of road.....	1,814.69.000
Gross earnings from operation.....	174,920.61
Gross earnings from operation per mile of road.....	1,832.58.889
Expenses.....	141,250.31
Expenses per mile of road.....	1,479.92.991

## TRAIN MILEAGE:

Miles run by passenger trains.....	72,854
Miles run by freight trains.....	107,191
Total mileage trains earning revenue.....	180,045
Miles run by switching trains.....	8,371
Miles run by construction and other trains.....	8,641
Grand total train mileage.....	197,057
Mileage of loaded freight cars—north or east.....	241,289
Mileage of loaded freight cars—south or west.....	511,130
Mileage of empty freight cars—north or east.....	377,801
Mileage of empty freight cars—south or west.....	116,668
Average number of freight cars in train.....	11.6
Average number of loaded cars in train.....	7
Average number of empty cars in train.....	4.6
Average number of tons of freight in train.....	125.8
Average number of tons of freight in each loaded car.....	17.9

\*Cost of carrying passengers is here charged with 76 per cent of total passenger expense, this being the ratio which passenger revenue bears to total passenger earnings.

If, as we think, the division of operating expenses is incorrect these estimates of cost are entirely worthless.

No engines are employed exclusively in switching. Six miles per hour is allowed road engines for time actually used in switching at terminal stations.

FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.  
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF AGRICULTURE—				
Grain .....	.....	.....	16,018	12.69
Flour .....	.....	.....	911	0.72
Hay .....	.....	.....	79	0.06
Fruit and vegetables.....	.....	.....	1,337	1.06
PRODUCTS OF ANIMALS—				
Live stock .....	.....	.....	14,989	11.87
Wool .....	.....	.....	39	0.03
Hides and leather.....	.....	.....	39	0.03
Butter and eggs .....	.....	.....	1,301	0.95
PRODUCTS OF MINES--				
Bituminous coal.....	.....	.....	75,793	59.96
Stone, sand, and other like articles. ....	.....	.....	1,736	1.39
PRODUCTS OF FOREST--				
Lumber .....	.....	.....	5,254	4.17
Cord-wood and posts .....	.....	.....	761	0.60
MANUFACTURES--				
Petroleum and other oils.....	.....	.....	241	0.19
Cement, brick and lime .....	.....	.....	810	0.64
Agricultural implements .....	.....	.....	296	0.24
MERCHANDISE .....				
			4,314	3.42
MISCELLANEOUS--				
Other commodities not mentioned above. ....	.....	.....	2,536	2.01
Total tonnage, Iowa .....			126,252	

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES--						
Freight.....		5	5			
Switching.....		13	13			
Total locomotives.....		18	7	Westinghouse.		
CARS IN PASSENGER SERVICE--						
First-class passenger cars.....		12	12		12	
Baggage, express and postal cars.....		12	12			
Total.....		4	4	Westinghouse.	4	Miller.
CARS IN FREIGHT SERVICE--						
Box cars.....		12				
Flat cars.....		20				
Stock cars.....		16				
Coal cars.....		20				
Total.....		68				
CARS IN COMPANY'S SERVICE--						
Caboose cars.....		8				
Total.....		8				
Grand total cars.....		80				



## MILEAGE.

## I. MILEAGE OF ROAD OPERATED.

LINE IN USE.	Line represented by capital stock—main line.	Line operated under track-age rights.	Total mileage operated.	RAILS. *	
				Iron.	Steel.
Miles of single track .....	95.45	17.08	112.53	86.45	9.00
Miles of yard track and sidings .....	8.50	+	8.50	8.50	.....
Total mileage operated (all tracks) .....	103.95	17.08	121.03	94.95	9.00

\* For line owned. † Not known.

## B. MILEAGE OF LINE BY STATES AND TERRITORIES.

## II. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	Line represented by capital stock—main line.	Total mileage, excluding track-age rights.	Line operated under track-age rights.	RAILS.	
				Iron.	Steel.
Iowa .....	95.45	95.45	17.08	.....	.....
Total mileage operated (single track) .....	95.45	95.45	17.08	.....	.....

## II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Iowa .....	95.45	95.45	17.08	86.45	9.00
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## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard.	Average price per ton at distributing point.	KIND.	Average price at distributing point.
Steel .....	7,177	50	.....	Oak .....	23,683 \$ .45
Steel .....	2,934	60	.....	.....	.....
Total steel .....	10,111	\$ 32.97	.....	Total .....	23,683 \$ .45

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Tons of coal—bituminous.*	Cords of wood—hard.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger .....	819	.....	819	72,834	2,349
Freight .....	6,215	.....	6,215	107,545	11,561
Switching .....	112	.....	112	8,371	2,676
Construction .....	128	.....	128	8,719	2,936
Total .....	7,374	.....	7,274	197,439	7,368
Average cost at distributing point .....	1.79 \$	1.79	.....	.....	.....

\* Used only for firing.

## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Falling from trains and engines .....	.....	1	.....	.....	.....	.....	.....	1
Other causes .....	.....	.....	.....	.....	.....	12	.....	12
Total .....	.....	1	.....	.....	.....	12	.....	13

KIND OF ACCIDENT.	PASSENGERS.	OTHERS.					
		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other train accidents .....	.....	.....	.....	.....	.....	1	1
Total .....	.....	.....	.....	.....	.....	1	1

\* A track laborer hurt foot while unloading fence posts.

† A laborer fell from bridge and broke a leg.

‡ A man in wagon was struck by train on highway crossing and slightly hurt.

## CHARACTERISTICS OF I:

Impossible to give these details with data at hand.

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet and inches.	Minimum length in feet and inches.	Maximum length in feet and inches.
BRIDGES—				
Combination .....	12	1,084	40	132
TRESTLES .....	158	804	16	960

## OVERHEAD HIGHWAY CROSSINGS—

No overhead farm crossings. .... 2

Farm crossings under track .....

Trestles .....

Total .....

Height of lowest above surface of rail, feet and inches .....

OVERHEAD RAILWAY CROSSINGS—

Trestles .....

Height of lowest above surface of rail, feet and inches .....

9



## GAUGE OF TRACK—

Four feet, eight and one-half inches; 95.45 miles.

## TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line, 95.45; miles of wire, 95.45. All operated by this company.

## CAR MILEAGE.

State below all individuals, co-operative fast freight lines, and stock companies, to which the company making this report pays mileage for the use of cars.

Union Line.	St. Charles Car Company.
Red Line Transportation Company.	Canada Cattle Car Company.
American Refrigerator Transportation Co.	American Live Stock Transportation Co.
Union Refrigerator Transportation Co.	Street's Stable Car Lines.

STATE OF IOWA, } ss.  
COUNTY OF PAGE.

We, the undersigned, E. C. Murphy, General Manager, and J. H. Ells, Assistant Treasurer, of the Humeston & Shenandoah Railroad Company, on our oath do severally say that the foregoing return has been prepared under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all of the financial operations of said company during the period for which said return is made.

E. C. MURPHY,  
General Manager.  
J. H. ELLS,  
Assistant Treasurer.

Subscribed and sworn to before me this 12th day of September, 1891.

J. E. HILL,  
Notary Public.

## ANNUAL REPORT

OF THE

## IOWA CENTRAL RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
Five.
- Page 7. Give the names of your attorneys in Iowa.  
A. C. Daly, Marshalltown.  
Superintendents for Iowa.  
A. W. Sullivan, Chicago, Ill.  
M. Gilles, Dubuque.  
Division Superintendents for Iowa.  
J. H. Redmon, Marshalltown.
- Page 11. Total mileage operated in Iowa.  
404.34 miles.
- Page 13. Total mileage in Iowa.  
415.72 miles.
- Page 17. 1—Amount of stock issued for dividends on earnings.  
None.  
2—Amount of stock per mile of road.  
Authorized—\$36,586.09.  
Issued—\$26,802.96.  
3—Amount of stock representing road in Iowa.  
Issued—\$11,103,179.78.  
4—Amount of stock held in Iowa.  
\$2,400.00.
- Page 19. Amount of funded debt representing road in Iowa.  
Issued—\$4,873,844.02.
- Page 27. Grand total for Iowa.  
\$17,970,781.27.
- Page 33. Taxes paid in Iowa.  
\$46,839.03.
- Page 45. 1—Operating expenses per mile of road  
\$2,489.30.  
2—Operating expenses per train mile.  
\$ .61.21  
3—Proportion of operating expenses and taxes for Iowa.  
1,006,980.94 per cent.  
4—Percentage of expenses to earnings.  
72.87 per cent.  
5—Net earnings per train mile.  
.22.8.  
6—Percentage of earnings to stock and debt.  
.08.65  
7—Percentage of earnings to cost of road and equipment.  
.08.6.



8—Surplus at the commencement of the year.

\$3,842.36

9—Surplus at the close of the year.

\$25,519.60.

10—Amount of its own stock owned by the company.

Amount authorized, not issued—\$4,929,496.56.

Page 46. Fencing in Iowa.

1—How many miles of fencing on your road in Iowa?

Entire line fenced.

2—How many miles of unfenced road in Iowa?

None.

3—What is the average cost per mile of fencing?

Cannot give cost of old fence.

4—What is the total cost of the same?

Cannot give cost of old fence.

5—How many miles of new fencing built during the year?

None.

Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

2—Average number of tons in cars when in less than car lots.

3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.

Exclusive of cars, a 50-ton engine hauls 250 tons.

4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.

a—Total receipts for freight forwarded to points outside the State.

b—Total receipts for freight received from points outside the State.

c—Total receipts for freight forwarded to points within the State.

d—Total receipts for freight received from points within the State.

e—Total receipts from passengers destined to points outside the State.

f—Total receipts from passengers from points outside the State.

g—Total receipts from passengers destined to points within the State.

h—Total receipts from passengers from points within the State.

5—Total amount received for local freight.

\$496,339.06.

6—Total amount received for through freight.

\$558,168.64.

7—Number of tons of local freight carried.

496,296.

8—Total amount received from freight originating in Iowa and passing outside the State.

9—Total amount received from freight originating outside the State and destined to points in Iowa.

10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?

12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

13—What per cent does local freight business bear to freight moved across the State from points outside to points within the State?

14—What per cent of freight received at each station on your road is local and what per cent interstate?

15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

Statistics not kept to show this information.

18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa to points on the main line outside the State, or to points on other lines?

19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 64. Tonnage crossing Mississippi river bridge at Keithsburg, for the year ending June 30, 1891.

East bound, number of tons..... 168,755

West bound, number of tons..... 127,891

Total tons..... 296,646

Tonnage crossing Missouri river bridge at ..... for the year ending June 30, 1891.....

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

Page 69. Under heading "State or Territory" insert Iowa.

Page 77. Under "Overhead Highway Crossings," insert overhead farm crossings. Under "Conduits," insert farm crossing, "under."

#### LANDS—CONGRESSIONAL GRANTS.

Page 78. 1—State the number of acres of land your company has already received from the congressional grants.

None.

2—State the number of acres yet to inure to your company from congressional grants.

3—State the average price at which these lands have been sold or contracted by the company.

4—State the number of acres sold.

5—State the amount received from sales.

6—State the amount unpaid on outstanding contracts.

7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.

8—State the amount expended in sale and management of lands.

9—State the amount of taxes paid on lands.

10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.

11—The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road all fixtures and conveniences for transacting its business.

Cost of road and equipment, \$19,761,200.46.

Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?

None.

2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.

Depot building at Gifford, owned by C. & N. W. R'y.

Passenger depot building at Marshalltown, owned by C. & N. W. R'y Co.

Passenger depot building at Oskaloosa, owned by P. F. Van Gordon & Son.

Depot building at Maxon, owned by C. B. & Q. R'y.

Terminal facilities at Ottumwa, owned by C. M. & St. P. R'y.

Terminal facilities at Peoria, owned by P. & E. U. R'y.

Yards at Bartlett, Ill., owned by Peoria Terminal R'y.

3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

Inter-State Commerce Railway Association.

Western R'y Weighing Ass'n and Inspection Bureau.

Western Freight Association.

Western Classification Committee.

Western Traffic Association.

Western Association of G. P. and T. Agents.

4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

None.



## HISTORY.

Name of common carrier making this report:  
Iowa Central Railway Company.

Date of organization:  
May 9, 1888.  
Articles filed May 14, 1888.

Under laws of what Government, State or Territory organized? If more than one, name all.  
Give reference to each statute and all amendments thereof.  
Illinois.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.  
Not consolidated.

Date and authority for each consolidation?  
None.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.  
Reorganized; Central Iowa Railway. Iowa.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Russell Sage	New York, N. Y.	September 4, 1891.
H. J. Morse	New York, N. Y.	September 4, 1891.
E. E. Chase	New York, N. Y.	September 4, 1891.
G. F. Talbot	New York, N. Y.	September 4, 1891.
G. R. Morse	New York, N. Y.	September 4, 1891.
R. D. McFadden (deceased)	Chicago, Ill.	September 4, 1891.
A. B. Stickney	St. Paul, Minn.	September 4, 1891.
O. H. Ackert	Marshalltown, Iowa.	September 4, 1891.
D. Smith	Chicago, Ill.	September 4, 1891.

Total number of stockholders at date of last election?  
Five.

Date of last meeting of stockholders for election of directors?  
September 5, 1890.

Give post-office address of general office:  
No. 11 Wall street, New York.

Give post-office address of operating office:  
Marshalltown, Iowa.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	Russell Sage	New York, N. Y.
President	Russell Sage	New York, N. Y.
First Vice-President	H. J. Morse	New York, N. Y.
Secretary and Treasurer	G. A. Morse	Marshalltown, Iowa.
Local Treasurer	Seth Zug	Marshalltown, Iowa.
General Solicitor	A. C. Daly	Marshalltown, Iowa.
General Solicitor for Iowa	A. C. Daly	Marshalltown, Iowa.
Auditor	E. S. Benson	Marshalltown, Iowa.
General Manager	C. H. Ackert	Marshalltown, Iowa.
Chief Engineer	G. A. Pruden	Marshalltown, Iowa.
Superintendent	J. H. Redmon	Marshalltown, Iowa.
Superintendent for Iowa	J. H. Redmon	Marshalltown, Iowa.
Superintendent of Telegraph	G. N. Fish	Marshalltown, Iowa.
Traffic Manager	A. F. Banks	Marshalltown, Iowa.
Assistant General Freight Agent	James Mahoney	Marshalltown, Iowa.
Assistant General Passenger Agent	T. P. Barry	Marshalltown, Iowa.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
IOWA CENTRAL RAILWAY— Main Line.	Albia, Iowa Oskaloosa, Iowa Mississippi River	Manly Junction, Iowa Mississippi River Iowa Junction, Ill.	178.101 95.127 88.650	361.887
Branches	Hampton, Iowa Minerva Junction, Iowa Newburg, Iowa Grinnell & Montezuma Jct., Iowa New Sharon, Iowa Lynnville, Iowa Carbon Junction, Iowa	Belmond, Iowa Story City, Iowa State Center, Iowa Montezuma, Iowa Newton, Iowa Lynnville Junction, Iowa Carbonado, Iowa	22.203 34.510 26.649 13.612 27.748 2.500 2.431	129.644
Line Operated Under Lease for Specified Sum— Keithsburg Bridge Company	Across Mississippi River at Keithsburg			2.57
Line Operated Under Trackage Rights— Peoria & Pekin Union Railway	Iowa Junction, Ill.	Peoria, Ill.		3.50
Total				497.601
Total mileage in Iowa, \$94.34.				
Total mileage in Iowa				145.72

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.



## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING THE YEAR.	
					Rate.	Amount.
CAPITAL STOCK—						
Common .....	110,000	\$ 100	\$ 11,000,000.00	\$ 7,973,501.30	.....	.....
Preferred .....	74,000	100	7,400,000.00	5,505,912.14	.....	.....
Total .....	184,000		\$ 18,400,000.00	\$ 13,479,503.44	.....	.....

All stock issued in consideration and in pursuance of the plan of reorganization adopted by the bond and stockholders of the Central Iowa Railway Company. Copy of plan filed with 1889 report.

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.	Amount paid during year.
First mortgage .....	June, 1888	June, 1908	\$ 7,650,000.00	\$ 5,916,956.21	\$ 5,916,956.21	\$ .....	6	June, Dec.	\$ 295,800.00	\$ 293,450.00

\$956.21 scrip, not bearing interest.

All bonds issued in accordance with plan of reorganization of Central Iowa Railway. Copy of plan filed with 1889 report.

Funded debt representing road in Iowa, issued, \$4,873,844.62.

## FUNDED DEBT—CONTINUED.

## EQUIPMENT TRUST OBLIGATION.

## A. GENERAL STATEMENT.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	EQUIPMENT COVERED.	REMARKS.
St. Charles Car Company .....	Oct. 5, 1889	2	24	Box cars .....	225
St. Charles Car Company .....	Dec. 15, 1890	2	24	Coaches .....	6
Haskell & Barker Car Company .....	Dec. 14, 1889	4	48	Box cars .....	100
St. Charles Car Company .....	Oct. 18, 1890	4	48	Box cars .....	200
Pittsburg Locomotive and Car Works .....	Feb. 2, 1891	1	12	Locomotives .....	4

## B. STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL AND INTEREST.		DEFERRED PAYMENTS—INTEREST.				
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	Rate.
St. Charles Car Company .....	\$ 14,915.62	\$ 84,521.76	\$ 14,086.96	\$ .....	\$ .....	\$ 3,094.28	\$ 3,094.28	.....
St. Charles Car Company .....	3,594.00	20,196.00	5,049.00	\$ .....	\$ .....	636.21	636.21	.....
Haskell & Barker Car Company .....	6,750.00	38,250.00	23,903.25	4,685.58	1,832.71	1,745.13	1,745.13	.....
St. Charles Car Company .....	14,817.52	83,964.48	69,970.40	897.42	724.85	381.75	381.75	.....
Pittsburg Locomotive and Car Works .....	6,904.00	27,616.00	16,109.54	.....	.....	172.57	172.57	.....
Total miscellaneous obligations .....	\$ 46,951.14	\$ 254,548.24	\$ 129,121.05	\$ 5,583.00	\$ 2,577.56	\$ 6,029.94	\$ 6,029.94	.....

\*No interest; notes given.



## REPORT OF RAILROAD COMMISSIONERS.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount out- standing.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 5,916,956.21	\$ 5,916,956.21	\$ 285,800.00	\$ 293,450.00
Miscellaneous obligations.....	254,548.24	129,121.95	6,020.94	6,020.94
Total.....	\$ 6,171,504.45	\$ 6,046,078.16	\$ 301,820.94	\$ 299,470.94

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.	Amount.	CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	Amount.
Cash.....	\$ 68,480.35	Loans and bills payable.....	\$ 325,000.00
Due from agents.....	26,774.50	Audited vouchers and accounts..	147,865.83
Due from solvent companies and individuals.....	60,288.70	Wages and salaries.....	61,671.58
Other cash assets (excluding "materials and supplies")*.....		Net traffic balances due to other companies.....	7,032.58
Balance—current liabilities.....	442,542.60	Matured interest coupons unpaid (including coupons due July 1).....	19,425.00
Total.....	\$ 598,080.24	Rentals due July 1.....	18,810.00
		Miscellaneous.....	18,281.25
		Total.....	\$ 598,080.24

\* Materials and supplies on hand, \$163,693.03.

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock.....	\$13,479,503.44	\$13,479,503.44	502,911	\$ 26,802.96
Bonds.....	5,916,956.21	5,916,956.21	502,911	11,765.41
Equipment trust obligations.....	129,121.95	129,121.95	502,911	256.75
Total.....	\$19,525,581.60	\$19,525,581.60	502,911	\$ 38,825.12

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED  
THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabil- ties.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Iowa Central R'y Co.....	\$13,479,503.44	\$ 5,916,956.21	\$ 598,080.24	\$ 19,994,545.89	491,531	\$ 40,678.10
Keokuk Bridge Co.....	600,000.00	591,000.00		1,191,000.00	2.37	463,424.12
Total.....	\$14,079,503.44	\$ 6,507,956.21	\$ 598,080.24	\$ 21,185,545.89	494,101	\$ 42,876.95

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1891.	Total cost per mile of road owned.
	Included in oper- ating expenses.	Charged to in- come account as permanent improvements.	Charged to con- struction or equipment.		
CONSTRUCTION—					
Right of way.....				4,494.85	8.91
Other real estate.....				2,500.00	.00
Fences.....				35,141.92	69.88
Bridges.....				63,168.63	125.61
Rails.....	42,542.10			31,651.25	61.74
Buildings, furniture and fixtures.....				7,981.23	15.87
Shop machinery and tools.....				370.85	.74
Telegraph line.....				35,014.77	70.81
Sidings and yard extensions.....				88,021.15	176.81
Road built by contract.....				19,275,800.91	38,394.60
Purchase of constructed road.....				8,250.02	16.28
Other items.....					
Total construction.....	\$ 42,542.10	\$ 13,475.05	\$ 11,443.53	\$ 19,543,700.15	\$ 38,981.50
EQUIPMENT:					
Locomotives.....				50,870.25	101.15
Passenger cars.....				19,282.08	38.50
Freight cars.....				139,210.65	272.85
Total equipment.....				207,353.98	412.50
Grand total cost construction, equipment, etc.....	\$ 42,542.10	\$ 33,300.65	\$ 106,006.35	\$ 19,654,294.11	\$ 39,263.63
Total cost construction, equipment, etc., State of Iowa.....	\$ 42,542.10	\$ 27,503.80	\$ 80,286.40	\$ 16,133,091.28	\$ 32,100.15



## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEM.	Total receipts.	Deductions account of re-payments, etc.	Actual earnings.
<b>PASSENGER—</b>			
Passenger revenue .....	\$ 244,721.26		
Less repayments:			
Tickets redeemed .....		\$ 1,841.13	
Excess fares refunded .....			
Other repayments .....			
Total deductions .....		\$ 1,841.13	
Total passenger revenue .....			\$ 242,880.13
Mail .....			30,014.00
Express .....			11,397.08
Extra baggage and storage, etc. ....			2,408.26
Other items .....			667.92
Total passenger earnings .....			\$ 287,418.27
<b>FREIGHT—</b>			
Freight revenue .....	\$1,008,480.61		
Less repayments:			
Overcharge to shippers .....		\$ 13,972.91	
Other repayments .....			
Total deductions .....		\$ 13,972.91	
Total freight revenue .....			\$ 1,054,507.70
Stock yards .....			74.00
Other items .....			
Total freight earnings .....			\$ 1,054,581.70
Total passenger and freight earnings .....			\$ 1,341,999.97
<b>OTHER EARNINGS FROM OPERATION—</b>			
Switching charges—balance .....			
Telegraph companies .....			1,171.84
Rents from tracks, yards, and terminals .....			335.00
Rents not otherwise provided for .....			988.75
Other sources .....			
Total other earnings .....			\$ 2,495.59
Total gross earnings from operation—Iowa .....			\$ 1,344,495.56
Total gross earnings from operation—entire line .....			\$ 1,699,742.52
<b>MISCELLANEOUS INCOME.</b>			
ITEM.	Gross income.	Less expense.	Net miscellaneous income.
Rent of buildings and grounds .....	\$ 300.50		\$ 300.50
Mason City to Manly Junction, leased to C., St. P. & K. C. R'y, July 1, 1890, to Jan. 1, 1891 .....	1,800.00		1,800.00
Manly Junction to Northwood, leased to B., C. R. & N. R'y .....	14,000.00		14,000.00
Total .....	\$ 16,100.50		\$ 16,100.50

## INCOME ACCOUNT

## FOR ROADS MAKING OPERATING REPORTS.

Gross earnings from operation .....	\$ 1,699,742.52	
Less operating expenses .....	1,228,680.55	
Income from operation .....		\$ 461,061.97
Miscellaneous income—less expense .....	16,100.50	
Income from other sources .....		\$ 16,100.50
Total income .....		\$ 477,162.47
<b>DEDUCTIONS FROM INCOME:</b>		
Interest on funded debt accrued .....	\$ 301,829.04	
Interest on interest-bearing current liabilities accrued, not otherwise provided for .....	11,890.24	
Rents .....	37,222.50	
Taxes .....	65,474.92	
Permanent improvements .....	33,290.66	
Other deductions .....	5,716.97	
Total deductions from income .....		\$ 455,485.23
Net income .....		\$ 21,677.24
Surplus from operations of year ending June 30, 1891 .....		21,677.24
Surplus on June 30, 1890 .....		\$ 3,842.36
		\$ 25,519.60
Surplus on June 30, 1891 .....		\$ 25,519.60

## INCOME ACCOUNT.

Taxes paid in Iowa (calendar year of 1890 .....	\$ 46,839.03
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## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>			
Repair of roadway .....	\$ 47,731.55	\$ 110,792.36	\$ 158,523.91
Renewals of rails .....	12,800.43	29,762.67	42,563.10
Renewals of ties .....	18,822.08	43,688.80	62,511.07
Repairs of bridges and culverts .....	15,629.77	35,582.80	51,212.57
Repairs of fences, road-crossings, signs and cattle-guards .....	2,512.44	5,834.09	8,346.53
Repairs of buildings .....	7,361.23	10,947.30	18,308.53
Repairs of telegraph .....	1,122.40	2,605.28	3,727.68
Total .....	\$ 105,629.90	\$ 245,183.49	\$ 350,813.39
<b>MAINTENANCE OF EQUIPMENT—</b>			
Repairs and renewals of locomotives .....	\$ 17,746.44	\$ 54,320.15	\$ 72,066.59
Repairs and renewals of passenger cars .....	12,793.45		12,793.45
Repairs and renewals of freight cars .....		65,870.07	65,870.07
Shop machinery, tools, etc. ....	1,414.81	3,283.99	4,698.80
Total .....	\$ 31,954.70	\$ 123,483.21	\$ 155,437.91



## OPERATING EXPENSES—CONTINUED.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
CONDUCTING TRANSPORTATION—			
Wages of enginemen, firemen and roundhousemen....	\$ 33,578.45	\$ 99,378.93	\$ 132,957.38
Fuel for locomotives.....	19,164.23	87,752.38	106,916.61
Water-supply for locomotives.....	2,054.18	4,768.07	6,822.25
All other supplies for locomotives.....	2,158.39	8,482.46	10,640.85
Wages of other trainmen.....	15,777.26	81,201.92	96,979.19
All other train supplies.....	3,839.32	5,768.64	9,607.96
Wages of switchmen, flagmen, and watchmen.....	5,731.88	13,304.59	19,036.47
Expense of telegraph, including train dispatchers and operators.....	9,803.37	22,755.15	32,558.52
Wages of station agents, clerks, and laborers.....	26,119.37	60,325.06	86,444.43
Station supplies.....	1,273.95	2,954.04	4,228.99
Switching charges—balance.....	3,057.70	29,501.93	32,559.63
Car mileage—balance.....	9,437.85	8,749.64	18,187.49
Loss and damage.....	1,031.54	9,705.60	10,737.14
Injuries to persons.....	4,025.25	11,547.86	15,573.11
Total.....	\$ 136,932.71	\$ 437,489.24	\$ 574,421.95
GENERAL EXPENSES:			
Salaries of officers.....	\$ 7,279.04	\$ 16,805.76	\$ 24,084.80
Salaries of clerks.....	8,790.13	19,242.69	27,032.82
General office expenses and supplies.....	1,779.96	4,131.58	5,911.54
Agencies, including salaries and rent.....	1,636.05	14,415.05	16,051.10
Advertising.....	2,323.29		2,323.29
Commissions.....	5,647.44	654.44	6,301.88
Insurance.....	1,087.30	2,824.00	3,911.30
Expense of traffic associations.....	60.99	2,138.42	2,199.41
Expense of stock yards and elevators.....		8,715.97	8,715.97
Rents for tracks, yards and terminals.....	7,998.33	10,093.17	18,091.50
Rents not otherwise provided for.....	473.17	1,098.31	1,571.48
Legal expenses.....	1,609.22	37,35.27	5,344.49
Stationery and printing.....	6,189.52	16,193.12	22,382.64
Other general expenses.....	3,076.02	9,228.97	12,304.99
Total.....	\$ 48,320.55	\$ 109,696.75	\$ 157,987.30
RECAPITULATION OF EXPENSES:			
Maintenance of way and structures.....	\$ 105,629.00	\$ 245,183.49	\$ 350,812.49
Maintenance of equipment.....	31,954.70	123,483.21	155,437.91
Conducting transportation.....	136,952.71	437,489.24	574,441.95
General expenses.....	48,320.55	109,696.75	157,987.30
Grand total.....	\$ 322,856.80	\$ 915,852.69	\$ 1,238,689.49
Percentage of expenses to earnings—entire line.....	72.87		
OPERATING EXPENSES—STATE OF IOWA—			
Maintenance of way and structures.....	\$ 80,829.04	\$ 196,782.29	\$ 277,611.33
Maintenance of equipment.....	23,771.34	106,246.20	130,017.54
Conducting transportation.....	107,535.65	336,473.98	444,009.63
General expenses.....	34,958.62	77,544.79	112,503.41
Total.....	\$ 249,094.65	\$ 711,047.26	\$ 960,141.91
Percentage of expenses to earnings—Iowa.....	71.41		

## RENTALS PAID.

## RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on bonds guaranteed.	TOTAL.
Mississippi River Bridge.....	\$37,222.50	\$37,222.50
Total Rents, A.....	\$37,222.50	\$37,222.50

## RENTALS PAID.

## RENTS PAID FOR LEASE OF OTHER PROPERTY.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY OWNING PROPERTY LEASED.	ITEM.	TOTAL.
TRACKS.....	Hedrick to Ottumwa.....	C. M. & St. P. R'y.....	\$ 3,361.50	\$ 3,361.50
YARDS—Bartlett.....	Bartlett, Illinois.....	Peoria Terminal Railway.....	1,800.00	1,800.00
TERMINALS—Peoria.....	Iowa Jct. to Peoria, Ill..	P. & P. U. R'y.....	13,500.00	13,500.00
Total.....				\$ 18,661.50

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

United States Express Co. Cars for transportation furnished by railway company; for employees, by express company. A yearly consideration is paid the railway company.

Cars are furnished by railway company which delivers mail at all offices within 80 rods of station house. Compensation allowed by U. S. P. O. Department is based upon returns showing amount and character of service for thirty days.

Mileage is paid sleeping car companies.  
O. M. & St. P. R'y tracks, Hedrick to Ottumwa, are used by this company for running its passenger trains into Ottumwa. A fixed rate per train mile is paid for use of tracks and a fixed charge for handling coaches, hostling engines and for station service.

Western Union Telegraph Company owns and contracts all telegraph lines and furnishes all supplies. Railway company uses lines in transaction of its business and keeps them in repair. Railway company receives a per cent of joint receipts derived from business done at its stations.

Keithsburg Bridge Company owns Mississippi river bridge at Keithsburg. Railway company pays yearly rental based on annual interest on bridge bonds, also furnishes employees for operating bridge and keeps it in repair.

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1890.		JUNE 30, 1891.		YEAR ENDING JUNE 30, 1891.	
	Item.	Total.	Item.	Total.	Increase.	Decrease.
Cost of road.....		\$ 19,542,700.15		\$ 19,553,848.48	11,148.33	
Cost of equipment.....		111,993.66		297,351.98	95,758.02	
Lands owned.....		1,438.73				1,438.73
<b>OTHER ASSETS—</b>						
Materials and supplies.....	94,197.70		163,683.03			
Sundries.....	111,503.23	265,890.93	131,137.81	294,829.84	88,929.91	
Grand total.....		\$ 19,911,633.77		\$ 20,050,021.30	195,836.26	1,438.73



## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 13,479,563.44	\$ 13,479,563.44		
Funded debt.....	6,025,517.64	6,046,078.16	20,560.52	
Current liabilities.....	298,617.04	442,542.60	143,925.56	
Accrued interest on funded debt not yet payable.....	24,650.00	24,650.00		
Accrued taxes not yet payable.....	26,538.29	30,000.00	3,461.71	
Accrued interest on bridge bonds not yet payable.....	2,055.00	2,055.00		
Accrued interest on current liabilities not yet payable.....		4,772.50	4,772.50	
Profit and loss.....	3,842.36	25,519.60	21,677.24	
Grand total.....	\$ 19,861,623.77	\$ 20,086,021.30	\$ 224,397.53	

## IMPORTANT CHANGES DURING THE YEAR—STATE OF IOWA.

Main Line Eastern Division decreased .114 miles since 1890 report, caused by new track being built to save rebuilding a trestle.

This change occurred in fiscal year of 1890, but so near the close of year that the mileage of line was not changed accordingly in that year.

Line Mason City to Manly Junction, 9.32 miles operated by C., St. P. & K. O. R'y., to January 1, 1891, since then by this company.

## EMPLOYES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	9	2,817	\$ 24,174.80	\$ 8.58
General office clerks.....	44	13,722	28,635.57	2.07
Station agents.....	77	28,105	36,425.29	1.30
Other station men.....	67	24,455	33,980.85	1.39
Enginemen.....	44	16,030	61,417.44	3.82
Firemen.....	44	16,060	35,212.67	2.19
Conductors.....	34	12,410	38,103.83	3.07
Other trainmen.....	66	24,090	44,747.42	1.85
Machinists.....	38	11,894	25,127.60	2.11
Carpenters.....	38	11,894	21,495.25	1.81
Other shopmen.....	150	46,950	82,528.50	1.76
Section foremen.....	57	17,841	27,350.00	1.53
Other trackmen.....	204	63,852	71,723.80	1.12
Switchmen, flagmen, and watchmen.....	19	5,947	12,150.98	2.04
Telegraph operators and dispatchers.....	29	10,585	14,543.89	1.37
All other employes and laborers.....	63	10,719	42,186.55	2.14
Total (including general officers)—Iowa.....	983	326,401	\$ 590,704.35	1.84
Less general officers.....	9	2,817	24,174.80	8.58
Total (excluding general officers)—Iowa.....	974	323,584	\$ 575,529.55	1.78
DISTRIBUTION OF ABOVE—				
General administration.....	53	16,539	\$ 52,710.37	\$ 3.18
Maintenance of way and structures.....	318	99,534	138,703.77	1.39
Maintenance of equipment.....	176	55,088	101,887.25	1.85
Conducting transportation.....	439	155,240	306,402.06	1.97
Total (including general officers)—Iowa.....	983	326,401	\$ 590,704.35	\$ 1.84
Less general officers.....	9	2,817	24,174.80	8.58
Total (excluding general officers)—Iowa.....	974	323,584	\$ 575,529.55	\$ 1.78
Total (including general officers)—entire line.....	1210	401,716	\$ 732,004.11	\$ 1.82

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		MILES.	Amount of mortgage per mile of line.
	FROM—	TO—		
First mortgage.....	Albia, Iowa.....	Northwood, Iowa.....	180.481	
	Hampton, Iowa.....	Belmond, Iowa.....	24.203	
	Manly Junction, Iowa.....	Story City, Iowa.....	44.510	
	Newburg, Iowa.....	State Center, Iowa.....	26.640	
	G. & M. Junction, Iowa.....	Montezuma, Iowa.....	13.612	
	New Sharon, Iowa.....	Newton, Iowa.....	37.748	
	Lynaville Junction, Iowa.....	Lynaville, Iowa.....	2.50	
	Carbon Junction, Iowa.....	Carbonade, Iowa.....	2.431	
	Oskaloosa, Iowa.....	Mississippi River.....	95.127	
	Mississippi River.....	Iowa Junction, Illinois.....	88.659	
	Total.....		592.011	\$ 11,765.41
	What in- come mort- gaged.			
	What sec- urities mort- gaged.			
	All owned.			



## PASSENGER, FREIGHT AND TRAIN MILEAGE—STATE OF IOWA.

<b>PASSENGER TRAFFIC—</b>	
Number of passengers carried earning revenue.....	372,061
Number of passengers carried one mile.....	9,602,381
Average distance carried, miles.....	25.8
Total passenger revenue.....	\$ 242,880.13
Average amount received from each passenger.....	.65.280
Average receipts per passenger per mile.....	.02.529
Estimated cost of carrying each passenger one mile.....	.02.594
Total passenger earnings.....	287,418.27
Passenger earnings per mile of road.....	710.83
Passenger earnings per train mile.....	74.997
<b>FREIGHT TRAFFIC—</b>	
Number of tons carried of freight earning revenue.....	1,012,137
Number of tons carried one mile.....	100,547.546
Average distance haul of one ton.....	107
Total freight revenue.....	1,054,507.70
Average amount received for each ton of freight.....	1.04.186
Average receipts per ton per mile.....	.00.962
Estimated cost of carrying one ton one mile.....	.00.836
Total freight earnings.....	1,054,581.70
Freight earnings per mile of road.....	2,608.15
Freight earnings per train mile.....	1.13.088
<b>PASSENGER AND FREIGHT—</b>	
Passenger and freight revenue.....	1,297,387.83
Passenger and freight revenue per mile of road.....	3,208.64
Passenger and freight earnings.....	1,341,999.97
Passenger and freight earnings per mile of road.....	3,318.98
Gross earnings from operation.....	1,344,405.56
Gross earnings from operation per mile of road.....	3,325.14
Expenses.....	960,141.91
Expenses per mile of road.....	2,374.58
<b>TRAIN MILEAGE—</b>	
Miles run by passenger trains.....	353,226
Miles run by freight trains.....	842,407
Miles run by mixed trains.....	120,050
Total mileage trains earning revenue.....	1,315,773
Miles run by switching trains.....	208,916
Miles run by construction and other trains.....	85,760
Grand total train mileage.....	1,610,449
Mileage of loaded freight cars—north and west.....	5,203,940
Mileage of loaded freight cars—south and east.....	3,454,514
Mileage of empty freight cars—north and west.....	1,228,826
Mileage of empty freight cars—south and east.....	2,724,782
Average number of freight cars in train.....	13.5
Average number of loaded cars in train.....	9.3
Average number of empty cars in train.....	4.2
Average number of tons of freight in train.....	117.5
Average number of tons of freight in each loaded car.....	12.6

Mileage of switching trains is based upon the time of enginemen engaged in switching service, being the same as the mileage which is given to switching engines arrived at the same way.

Our mileage of cars is figured north and west and south and east only.

## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF AGRICULTURE—				
Grain.....	108,247	70,643	178,890	17.68
Flour.....	310	7,184	7,494	.74
Other mill products.....	373	329	702	.07
Hay.....	3,111	7,618	10,729	1.06
Tobacco.....		21	21	.....
Fruit and vegetables.....	522	14,309	14,722	1.45
PRODUCTS OF ANIMALS—				
Live stock.....	50,320	3,403	53,723	5.32
Dressed meats.....	2,291	15,037	17,328	1.72
Other packing-house products.....	1,419	2,512	3,922	.39
Poultry, game and fish.....	154	116	270	.02
Wool.....	106	21	127	.01
Hides and leather.....	294	140	443	.04
PRODUCTS OF MINES—				
Anthracite coal.....		8,295	8,295	.82
Bituminous coal.....	350,938	173,963	524,901	51.87
Coke.....		442	442	.04
Ores.....		815	815	.08
Stone, sand, and other like articles.....	6,788	805	7,593	.76
PRODUCTS OF FOREST—				
Lumber.....	400	46,926	47,326	4.69
MANUFACTURES—				
Petroleum and other oils.....	647	3,700	4,347	.43
Sugar.....		1,946	1,946	.19
Iron, pig and bloom, nails.....		2,972	2,972	.29
Iron and steel rails.....		2,678	2,678	.26
Other castings and machinery.....	17	1,554	1,571	.15
Bar and sheet metal.....		70	70	.....
Cement, brick, and lime.....	2,571	10,078	12,649	1.25
Agricultural implements.....	110	2,763	2,873	.28
Wagons, carriages, tools, etc.....	253	1,429	1,673	.16
Wines, liquors and beers.....		2,476	2,476	.24
Household goods and furniture.....	1,891	2,575	4,466	.44
MERCHANDISE.....	12,225	20,312	32,537	3.22
MISCELLANEOUS—				
Other commodities not mentioned above.....	30,434	33,540	63,974	6.33
Total tonnage—Iowa.....	573,474	438,653	1,012,127	100.00
Total tonnage—entire line.....	743,885	387,354	1,131,439	.....

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

<b>PASSENGER TRAFFIC:</b>	
Number of passengers carried earning revenue.....	467,778
Number of passengers carried one mile.....	11,445,185
Average distance carried, miles.....	24.4
Total passenger revenue.....	\$ 280,503.00
Average amount received from each passenger.....	.61.000
Average receipts per passenger per mile.....	.02.329
Estimated cost of carrying each passenger one mile.....	.02.825
Total passenger earnings.....	341,944.39
Passenger earnings per mile of road.....	687.13
Passenger earnings per train mile.....	69.501



## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue.....	1,131,239	
Number of tons carried one mile.....	137,277,205	
Average distance haul of one ton.....	121.3	
Total freight revenue.....	135,463,568	
Average amount received for each ton of freight.....		1.19.748
Average receipts per ton per mile.....		.00.090
Estimated cost of carrying one ton one mile.....		.00.663
Total freight earnings.....	1,355,124.28	
Freight earnings per mile of road.....	2,723.32	
Freight earnings per train mile.....		1.16.896

## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	\$	1,644,138.77
Passenger and freight revenue per mile of road.....		3,304.13
Passenger and freight earnings.....		1,697,068.63
Passenger and freight earnings per mile of road.....		3,410.51
Gross earnings from operation.....		1,699,742.52
Gross earnings from operation per mile of road.....		3,415.87
Expenses.....		1,238,680.55
Expenses per mile of road.....		2,489.30

## TRAIN MILEAGE:

Miles run by passenger trains.....	469,330
Miles run by freight trains.....	1,069,042
Miles run by mixed trains.....	120,050
Total mileage trains earning revenue.....	1,658,422
Miles run by switching trains.....	262,126
Miles run by construction and other trains.....	103,056
Grand total train mileage.....	2,023,604
Mileage of loaded freight cars—north.....	6,158,630
Mileage of loaded freight cars—south.....	4,559,404
Mileage of empty freight cars—north.....	1,732,412
Mileage of empty freight cars—south.....	3,021,897
Average number of freight cars in train.....	13.3
Average number of loaded cars in train.....	9.2
Average number of empty cars in train.....	4.1
Average number of tons of freight in train.....	118.4
Average number of tons of freight in each loaded car.....	12.9

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard, lbs.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
Steel.....	\$ 3,195.88	60	\$ 34.82	Oak.....	89,901	.49
Total.....	\$ 3,195.88		\$ 34.82	Total.....	89,901	.49

MILEAGE.  
MILEAGE OF ROAD OPERATED IN IOWA.

LINE IN USE.	RAILS.		Line operated under lease.	Line operated under contract, etc.	Line operated under track-constructed during year.	Total mileage excluding track-constructed during year.	New line constructed during year.	Line operated under track-constructed during year.	Total mileage.	Line of property company.	Branches and spurs.	Main line.	Miles of single track.	Miles of yard track and sidings.	Total mileage operated (all tracks).
	Iron.	Steel.													
Iowa.....	170,213	223,888	2.57	.....	4.727	497,601	3.50	.....	497,601	129,644	129,644	361,887	.....	.....	.....
Illinois.....	73,508	.....	.....	.....	.....	73,508	.....	.....	73,508	7,473	.....	66,035	.....	.....	.....
Total mileage operated (all tracks).....	243,721	223,888	2.57	.....	4.727	571,109	3.50	.....	571,109	137,119	137,119	427,922	.....	.....	.....

## MILEAGE OF LINE BY STATES AND TERRITORIES.

## I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	RAILS.		Line operated under lease.	Line operated under contract, etc.	Line operated under track-constructed during year.	Total mileage excluding track-constructed during year.	New line constructed during year.	Line operated under track-constructed during year.	Total mileage.	Line of property company.	Branches and spurs.	Main line.	Miles of single track.	Miles of yard track and sidings.	Total mileage operated (single track).
	Iron.	Steel.													
Iowa.....	170,213	223,888	1.47	.....	.....	404,342	.....	.....	404,342	129,644	129,644	273,228	.....	.....	.....
Illinois.....	.....	.....	1.10	.....	.....	89,759	.....	.....	89,759	.....	.....	88,659	.....	.....	.....
Total mileage operated (single track).....	170,213	223,888	2.57	.....	.....	494,101	.....	.....	494,101	129,644	129,644	361,887	.....	.....	.....

## II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Iowa.....	170,213	244,039	.....	.....	.....	414,252	.....	.....	414,252	129,644	129,644	284,088	.....	.....	.....
Illinois.....	.....	88,659	.....	.....	.....	88,659	.....	.....	88,659	.....	.....	88,659	.....	.....	.....
Total mileage owned (single track).....	170,213	332,698	.....	.....	.....	502,911	.....	.....	502,911	129,644	129,644	372,747	.....	.....	.....



## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES—						
Passenger.....	10	10	10	Westinghouse.		
Freight.....	30	30	11	Westinghouse.		
Switching.....	7	7	0	New York.		
Leased.....	4	4	4	New York.		
Total locomotives.....	4	60	34			
CARS IN PASSENGER SERVICE—						
First-class passenger cars.....	11	11	11	Westinghouse.	11	Miller.
Combination passenger cars.....	11	11	11	Westinghouse.	11	Miller.
Baggage, express and postal cars.....	3	3	3	Westinghouse.	3	Miller.
Total.....		25	25		25	
CARS IN FREIGHT SERVICE—						
Box cars.....	512	512	2	New York.	17	Gould.
Stock cars.....	47	47			38	Almy.
Coal cars.....	704	704			2	Dowling.
Total.....		1263	2		84	Almy.
CARS IN COMPANY'S SERVICE—						
Derrick cars.....	2	2				
Caboose cars.....	30	30	1	Westinghouse.	11	Almy.
Other road cars.....	13	13	2	Westinghouse.	1	Miller.
Total.....		45	3		12	
Total cars owned.....		1333	30		178	
CARS LEASED—						
Coaches.....	6	6	6	Westinghouse.	6	Miller.
Box.....	200	200			200	Gould.
Grand total cars.....	200	1864	36		384	

## CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal bituminous.	Cords of wood—hard.	Cords of wood—soft.	Total fuel consumed—tons.	Miles run.	Average lbs. consumed per mile.
Passenger.....	10,572.5	288%		10,764.7	425,320	50.52
Freight.....	42,274	1,278		43,126	1,044,819	83.35
Switching.....	2,536	250%		2,709	208,016	83.35
Construction.....	2,359.5			2,359.5	73,183	64.48
Total.....	63,742	1,825%		64,950.2	1,742,347	74.57
Average cost at distributing point.....	\$ 1.31	\$ 1.78				

## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		20		2				31
Falling from trains and engines.....	1	13		1		3	1	17
Overhead obstructions.....		13						2
Collisions.....		13						7
Deraillments.....		6				1		2
At stations.....		1				1		2
Other causes.....		1		1		50	1	59
Total.....	1	61		4		55	2	120

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	PASSENGERS		OTHERS.			
			TRESPASSING.		NOT TRESPASSING.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Deraillments.....		7				
Other train accidents.....		3		6		6
At stations.....			1	1		1
Other causes.....						1
Total.....		10	1	7		15

## OTHER CAUSES.

- BRIDGE CARPENTERS: 1—Cut with adze.  
4—Injured by falling lumber and iron.  
2—Unloading lumber.  
2—Lifting.  
4—Working on bridges.  
1—Steel flew in his eye.  
1—Injured carrying ties.
- LABORERS: 3—Injured in track work.  
7—Injured unloading rails.  
1—Injured falling from coal chute.  
1—Injured ran over by hand car.  
1—Killed ran over by engine.  
1—Injured fell from scaffold.  
1—Injured by windlass.  
1—Injured putting wheels under car.  
2—Injured driving piles.  
1—Injured fell from hand car.  
1—Injured lifting hand car.  
1—Injured jumped from hand car.  
1—Injured with coal pick.



CARPENTERS: 5—Injured with machinery.  
 1—Injured by flying spike.  
 1—Injured bar fell on him.  
 1—Injured taking out draw bar.  
 1—Injured struck by piece of lee.  
 TRESPASSER: 1—Injured engine ran over his arm.  
 1—Injured meddling with engine.  
 SECTION MEN: 2—Injured unloading ties.  
 1—Injured by falling rail.  
 SWITCHMAN: 1—Injured throwing switch.  
 BRAKEMAN: 1—Scalded with steam.  
 1—Injured door fell on him.  
 1—Injured setting brakes.  
 CONDUCTOR: 1—Injured by pile driver.  
 1—Injured fell over switch.  
 1—Injured unloading safe.  
 ENGINEER: 1—Injured struck by reverse lever.  
 1—Scalded.  
 MACHINIST: 1—Injured by steam hammer.  
 1—Injured by flying steel.

## OTHER TRAIN ACCIDENTS.

TRESPASSER: 1—Struck by train, injured.  
 2—Injured stealing rides.  
 1—Killed jumping from train.  
 1—Injured getting on train.  
 1—Injured getting off train.  
 PASSENGERS: 1—Injured riding in freight trains.  
 1—Injured car window fell on his hand.

## CAR MILEAGE.

State below all individuals, co-operative fast freight lines and stock companies to which the company making this report pays mileage for the use of cars.

American Live Stock Transportation Co.	Lackawanna Line.
American Refrigerator Transit Co.	Laurel Hill Coal Co.
Anglo-American Refrigerator Car Co.	Merchants Dispatch Transportation Co.
Armour Refrigerator Line.	Milwaukee & Michigan Line.
Arms Palace Horse Car Co.	Midland Line.
Blue Line.	National Dispatch Line.
Burton Stock Car Co.	New England Car Co.
California Fruit Transportation Co.	New York Dispatch Line.
Canada Southern Line.	Nickel Plate Line.
Canadian Pacific Dispatch.	Omaha Packing Co. (Tank Line).
Canada Cattle Car Co.	Pittsburg & Toledo Dispatch.
Chicago Refrigerator Car Co.	Red Line Transit Co.
Chicago Stock Car Co.	Rend, W. P., & Co.
Consolidated Barrel Transportation Co.	St. Charles Car Co.
Commercial Express Line.	St. Louis Refrigerator Car Co.
Cupples, Samuel, Wooden Ware Co.	Sinclair Provision Express.
Ellsworth, J. W., & Co.	Southern Iron Car Line.
Empire Line.	South Shore Line.
Erie Dispatch.	Street's Stable Car Line.
Goodell California Fruit Line.	Swift Refrigerator Line.
Great Eastern Line.	Traders' Dispatch.
Haakinson, Ed., & Co.	Union Line.
Hammond, T. H., & Co. Refrigerator Line.	Union Refrigerator Transit Co.
Hicks Stock Car Co.	Union Tank Line.
Kansas City Dressed Beef Line.	West Shore Line.
Kansas City Packing Co.	White Line Central Transit Co.

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.				ALIGNMENT.				PROFILE.						
				Miles.	Number of curves.	Aggregate length of curved lines.	Length of straight line.	Length of level line.	ASCENDING GRADES, DESCENDING GRADES.			Aggregate length of descending grades.		
									Number.	Sum of ascents—feet.	Aggregate length of ascending grades.	Number.	Sum of descents—feet.	
FROM —	TO —													
Albia, Iowa.....	178.101	177	38,704	130,337	18,938	188	2,342.9	65.147	256	2,842.8	94,016			
Oskaloosa.....	85.127	145	23,947	71,180	10,935	111	1,586.9	34,128	120	1,410.9	44,034			
Mississippi River.....	88.659	137	20,610	68,049	16,649	138	1,182.8	28,741	117	1,205.3	33,278			
Hampton, Iowa.....	22.293	17	4,466	17,737	3,131	44	226	8,750	30	185.4	10,322			
Minerva Junction.....	34.510	18	4,394	30,116	7,124	54	360.1	18,125	25	227	9,261			
Newburg.....	20.040	20	7,735	18,965	4,141	49	227.6	12,972	44	107.8	10,227			
G. and M. Junction.....	14.612	11	2,670	10,942	2,769	32	110.7	7,102	23	292.5	3,759			
New Sharon.....	27.748	45	7,285	20,253	4,775	57	291.6	12,424	42	362.4	10,519			
Lynnville Junction.....	2.59	4	817	1,653	.....	1	15	1	22	83	1,500			
Carbon Junction.....	2.431	5	1,201	1,130	.....	1	12	1	6	113.7	2,202			
Keltsburg.....	2.570	5	1,192	1,828	.....	1	24	.....	2	24	1,218			
Total.....	494.101	691	112,831	381,270	75,324	678	5,890.6	198,320	705	6,644.8	220,447			



## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.
BRIDGES—				
Iron.....	15	1,502	60	254
Wooden.....	11	1,272	97	142
Combination.....	1	96	96	96
Total.....	27	3,000		
TRETTLES.....	591	47,988	10	2,139

This information covers mileage of road operated.

## GAUGE OF TRACK—

Four feet, eight and one-half inches; 414.23 miles.

## OVERHEAD FARM CROSSINGS—

Bridges.....	3
Height of lowest above surface of rail, feet.....	16
OVERHEAD RAILWAY CROSSINGS—	
Trestles.....	3
Height of lowest above surface of rail, feet.....	16

## TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Owned and operated by Western Union Telegraph Company. Miles of line, 414.30; miles of wire, 834.19.

STATE OF IOWA, } ss.  
COUNTY OF MARSHALL, }

We, the undersigned, C. H. Ackert, General Manager, and E. S. Benson, Auditor, of the Iowa Central Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all the financial operations of said company during the period for which said return is made.

C. H. ACKERT,  
General Manager.

E. S. BENSON,  
Auditor.

Subscribed and sworn to before me this 12th day of September, 1891.

R. A. DUGAN,  
Notary Public in and for Marshall County, State of Iowa.

## ANNUAL REPORT

OF THE

## IOWA NORTHERN RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
Six.
- Page 7. Give the names of your attorneys in Iowa.  
Superintendents for Iowa.  
D. S. Couch, Colfax, Iowa.  
Division superintendents for Iowa.
- Page 11. Total mileage operated in Iowa.  
5.93 miles.
- Page 13. Total mileage in Iowa.
- Page 17. 1—Amount of stock issued for dividends on earnings.  
2—Amount of stock per mile of road.  
3—Amount of stock representing road in Iowa.  
4—Amount of stock held in Iowa.
- Page 19. Amount of funded debt representing road in Iowa.
- Page 27. Grand total for Iowa.
- Page 33. Taxes paid in Iowa.
- Page 45. 1—Operating expenses per mile of road.  
2—Operating expenses per train mile.  
3—Proportion of operating expenses and taxes for Iowa.  
4—Percentage of expenses to earnings.  
5—Net earnings per train mile.  
6—Percentage of earnings to stock and debt.  
7—Percentage of earnings to cost of road and equipment.  
8—Surplus at the commencement of the year.  
9—Surplus at the close of the year.  
10—Amount of its own stock owned by the company.
- Page 46. Fencing in Iowa.  
1—How many miles of fencing on your road in Iowa?  
2—How many miles of unfenced road in Iowa?  
3—What is the average cost per mile of fencing?  
4—What is the total cost of the same?  
5—How many miles of new fencing built during the year?



Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

2—Average number of tons in cars when in less than car lots.

3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.

4—Give the names of and the following information concerning each station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.

a—Total receipts for freight forwarded to points outside the State.

b—Total receipts for freight received from points outside the State.

c—Total receipts for freight forwarded to points within the State.

d—Total receipts for freight received from points within the State.

e—Total receipts from passengers destined to points outside the State.

f—Total receipts from passengers from points outside the State.

g—Total receipts from passengers destined to points within the State.

h—Total receipts from passengers from points within the State.

5—Total amount received from local freight.

6—Total amount received for through freight.

7—Number of tons of local freight carried.

8—Total amount received from freight originating in Iowa and passing outside the State.

9—Total amount received from freight originating outside the State and destined to points in Iowa.

10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?

12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?

14—What per cent of freight received at each station on your road is local and what per cent inter-state?

15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 64. Tonnage crossing Mississippi river bridge at.....for the year ending June 30, 1891.

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

Tonnage crossing Missouri river bridge at.....for the

year ending June 30, 1891.

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

Page 69. Under heading "State or Territory" insert Iowa.

Page 77. Under "Overhead Highway Crossings" insert Overhead Farm Crossings.

Under "Conduits," insert Farm crossings, "Under."

#### LANDS—CONGRESSIONAL GRANTS.

Page 78. 1—State the number of acres of land your company has already received from the congressional grants.

2—State the number of acres yet to inure to your company from congressional grants.

3—State the average price at which these lands have been sold or contracted by the company.

4—State the number of acres sold.

5—State the amount received from sales.

6—State the amount unpaid on outstanding contracts.

7—State the gross amount received from sales, contracts, forfeited contracts, etc. up to June 30, 1891.

8—State the amount expended in sale and management of lands.

9—State the amount of taxes paid on lands.

10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.

11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.

Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?

2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.

3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

No answers received to the foregoing questions.

#### HISTORY.

Name of common carrier making this report:

Iowa Northern Railway Company.

Date of organization?

February 7, 1882.

Under the laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof:

Iowa.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:

Not consolidated.

Date and authority for each consolidation:

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

What carrier operates the road of this company?

#### ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. H. Griggs.....	Davenport, Iowa.....	Second Tuesday, June, 1892.
J. S. Wylie.....	Davenport, Iowa.....	
David Ryan.....	Newton, Iowa.....	
D. S. Couch.....	Colfax, Iowa.....	
Geo. A. Goodrich.....	Colfax, Iowa.....	

Total number of stockholders at date of last election:

Six.

Date of last meeting of stockholders for election of directors.

Second Tuesday, June, 1891.

Give post-office address of general office.

Colfax, Iowa.

Give post-office address of operating office.

Colfax, Iowa.



## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	J. S. Wylie.....	Davenport, Iowa.
President.....	J. S. Wylie.....	Davenport, Iowa.
First Vice-President.....	D. Ryan.....	Newton, Iowa.
Secretary.....	Geo. A. Goodrich.....	Colfax, Iowa.
Treasurer.....	Geo. A. Goodrich.....	Colfax, Iowa.
Comptroller.....		
Auditor.....		
General Manager.....		
Chief Engineer.....		
General Superintendent.....		
Division Superintendent.....		
Superintendent of Telegraph.....	D. S. Couch.....	Colfax, Iowa.
Traffic Manager.....		
General Freight Agent.....		
General Passenger Agent.....		
General Ticket Agent.....		
General Baggage Agent.....		
Superintendent of Express.....		
Land Commissioner.....		

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Iowa Northern Railway Co.....	Colfax, Iowa.....	Valeria Iowa.....	5.93	5.93
Total mileage operated.....			5.93	5.93

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
CAPITAL STOCK—				
Common.....	20,000	\$ 100.00	\$ 2,000,000.00	\$ 90,000.00
Total.....	20,000	\$ 100.00	\$ 2,000,000.00	\$ 90,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.	Total number of shares issued.	Total cash realized.	REMARKS.
Issued FOR CONSTRUCTION—			
Preferred.....	900	\$ 90,000.00	Road built by contract; stock and bonds issued in payment.
Total.....	900	\$ 90,000.00	

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	INTEREST.			
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.	
First Mortgage.....	May 1, 1882 ..	May 1, 1902 ..	\$ 90,000.00	\$ 60,000.00	\$ 50,000.00	\$ 60,000.00	.00	May, Nov...	\$ 3,000.00	\$ 3,000.00	
Total.....			\$ 90,000.00	\$ 60,000.00	\$ 50,000.00	\$ 60,000.00	.00		\$ 3,000.00	\$ 3,000.00	

RECAPITULATION OF FUNDED DEBT.					CLASS OF DEBT.
Mortgage bonds.....	Total.....	Amount issued.	Amount outstanding.	INTEREST.	
		\$ 60,000.00	\$ 50,000.00	\$ 3,000.00	\$ 3,000.00
		\$ 60,000.00	\$ 50,000.00	\$ 3,000.00	\$ 3,000.00



## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Balance—Current Liabilities.....	\$ 10.32
Total.....	\$ 10.32

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Miscellaneous.....	\$ 10.32
Total.....	\$ 10.32

## RECAPITULATION.

## FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount out- standing.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other prop- erties.	Miles.	Amount.
Capital stock.....	\$ 90,000.00	\$ 90,000.00		5.93	15,000.00
Bonds—"Grand total".....	50,000.00	50,000.00		5.93	8,333.33
Total.....	\$ 140,000.00	140,000.00		5.93	23,333.33

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED)  
THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Iowa Northern Railway.....	\$ 90,000.00	\$ 50,000.00	\$ 10.32	\$ 140,010.32	5.93	\$ 23,333.33
Total.....	\$ 90,000.00	\$ 50,000.00	\$ 10.32	\$ 140,010.32	5.93	\$ 23,333.33

## INCOME ACCOUNT.

## FOR ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.....	\$ 12,212.67
Less operating expenses.....	8,258.29
Income from operation.....	\$ 3,954.38
Deficit.....	\$ 3,954.38
DEDUCTIONS FROM INCOME—	
Interest on funded debt accrued.....	\$ 3,000.00
Taxes.....	554.57
Total deductions from income.....	\$ 3,554.57
Net income.....	\$ 389.81
Surplus from operations of year ending June 30, 1891.....	\$ 389.81
Deficit on June 30, 1890.....	\$ 400.13
Deficit on June 30, 1891.....	\$ 10.32

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures dur- ing year not in- cluded in operat- ing exps. but ac- cruing to con- struction of equipment.	Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.*
CONSTRUCTION—				
Right of way.....	\$ .....	\$ .....	\$ .....	\$ .....
Grading and bridge and culvert masonry ..	.....	.....	.....	.....
Bridges and trestles.....	.....	.....	.....	.....
Rails and ties.....	.....	.....	.....	.....
Buildings, furniture and fixtures.....	.....	.....	.....	.....
Engineering expenses.....	.....	.....	.....	.....
Interest during construction.....	.....	.....	.....	.....
Total construction .....		\$ 140,000.00	\$ 140,000.00	\$ 23,333.33
EQUIPMENT—				
Locomotives.....	.....	.....	.....	.....
Combination cars.....	.....	.....	.....	.....
Coal cars.....	.....	.....	.....	.....
Total equipment.....		\$ .....	\$ .....	\$ .....
Grand total cost construction, etc.....		\$ 140,000.00	\$ 140,000.00	\$ 23,333.33
Total cost construction, etc., State of Iowa.....		\$ 140,000.00	\$ 140,000.00	\$ 23,333.33

## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEMS	Total receipts.	Deductions, ac- count of re- payments, etc.	Actual earn- ings.
PASSENGER—			
Passenger revenue.....	\$ 2,313.29		\$ 2,313.29
Total passenger revenue.....			\$ 2,313.29
Total passenger earnings.....			\$ 2,313.29
FREIGHT—			
Freight revenue.....	\$ 9,800.38		\$ 9,800.38
Total freight revenue.....			\$ 9,800.38
Total freight earnings.....			\$ 9,800.38
Total passenger and freight earnings.....			\$ 12,212.67
Total gross earnings from operation—Iowa.....			\$ 12,212.67
Total gross earnings from operation—entire line.....			\$ 12,212.67

## OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES—		
Repairs of Roadway.....	\$ 1,554.57	
Renewals of Rails.....	554.57	
Total.....	\$ 2,109.14	
MAINTENANCE OF EQUIPMENT—		
Rent of equipment.....	\$ 1,160.64	
Total.....	\$ 1,160.64	



## CONDUCTING TRANSPORTATION—

Wages of enginemen, firemen, and roundhousemen.....	\$	1,260.00
Fuel for locomotives.....		1,205.90
All other supplies for locomotives.....		140.65
Wages of other trainmen.....		540.00
Total.....	\$	3,236.55

## GENERAL EXPENSES—

Salaries of officers.....	\$	930.00
Salaries of clerks.....		450.00
General office expenses and supplies.....		180.00
Insurance.....		70.00
Legal expenses.....		50.00
Other general expenses.....		36.61
Total.....	\$	1,716.61

## RECAPITULATION OF EXPENSES—

Maintenance of way and structures.....	\$	2,138.49
Maintenance of equipment.....		1,166.64
Conducting transportation.....		3,236.55
General expenses.....		1,716.61

Grand total.....\$ 8,258.29

Percentage of expenses to earnings—entire line.....\$ 6.76

Percentage of expenses to earnings—Iowa.....\$ 6.76

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 140,400.13	\$ 140,010.33		\$ 389.81
Profit and loss.....		389.81		
Grand total.....	\$ 140,400.13	\$ 140,400.13		\$ 389.81

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 90,000.00	\$ 90,000.00		
Funded debt.....	50,000.00	50,000.00		
Current liabilities.....	400.13	10.33		389.81
Profit and loss.....		389.81		
Grand total.....	\$ 140,400.00	\$ 140,400.13		\$ 389.81

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	FROM—	TO—	MILES.		
First mortgage bonds.....	Colfax, Iowa..	Valeria, Iowa..	5.93	\$ 8,333.33	None

## EMPLOYES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total No. of days worked.	Total yearly compensation.	Average daily compensation.
GENERAL OFFICERS—				
Superintendent.....	1		\$ 750.00	
Secretary and treasurer.....	1		450.00	
Enginemen.....	1		840.00	2.68
Firemen.....	1		540.00	1.72
Conductors.....	1		540.00	1.72
*Section foremen.....	1			1.50
*Other trackmen.....	2			1.50
Total (including general officers)—Iowa.....	8		\$ 3,120.10	
Less general officers.....	3		1,300.00	
Total (excluding general officers)—Iowa.....	5		\$ 1,820.10	
DISTRIBUTION OF ABOVE—				
General administration.....	2			
Maintenance of way and structures.....	3			
Maintenance of equipment.....	0			
Conducting transportation.....	3			
Total (including general officers)—Iowa.....	8			
Less general officers.....	3			
Total (excluding general officers)—Iowa.....	5			
Total (including general officers)—Entire line.....	8			

\*These men are not employed regularly, but are paid wages as stated when employed.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF IOWA.

## PASSENGER TRAFFIC—

Number of passengers carried earning revenue.....	18,506
Number of passengers carried one mile.....	64,771
Average distance carried, miles.....	3½
Total passenger revenue.....	\$ 2,313.29
Average amount received from each passenger.....	.125
Average receipts per passenger per mile.....	.03571
Estimated cost of carrying each passenger one mile.....	(All mixed trains.)
Total passenger earnings.....	2,313.29
Passenger earnings per mile of road.....	390.10
Passenger earnings per train mile.....	23.095

## FREIGHT TRAFFIC—

Number of tons carried of freight earning revenue.....	65,995
Number of tons carried one mile.....	230,982
Average distance haul of one ton.....	3½
Total freight revenue.....	0,890.38
Average amount received for each ton of freight.....	.15
Average receipts per ton per mile.....	.04285
Estimated cost of carrying one ton one mile.....	(All trains mixed.)
Total freight earnings.....	9,860.38
Freight earnings per mile of road.....	1,669.32
Freight earnings per train mile.....	58.963

## PASSENGER AND FREIGHT—

Passenger and freight revenue.....	12,212.67
Passenger and freight revenue per mile of road.....	2,050.42
Passenger and freight earnings.....	12,212.67
Passenger and freight earnings per mile of road.....	2,050.42
Gross earnings from operation.....	12,212.67
Gross earnings from operation per mile of road.....	2,050.42
Expenses.....	8,258.29
Expenses per mile of road.....	1,392.58



## TRAIN MILEAGE—

Miles run by mixed trains .....	10,016
Total mileage trains earning revenue ..	10,016
Grand total train mileage.....	10,016
Mileage of loaded freight cars, south or west .....	15,400
Mileage of empty freight cars, north or east.....	15,400
Average number of freight cars in train .....	7
Average number of loaded cars in train .....	7
Average number of empty cars in train .....	7
Average number of tons of freight in train.....	105
Average number of tons of freight in each loaded car.....	15

## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

## COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF MINES—				
Bituminous coal.....	65,995		65,995	100
Total tonnage—Iowa.....	65,995		65,995	100
Total tonnage—entire line.....	65,995		65,995	100

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES:						
Leased.....		1		Hand		
Total locomotives .....		1				
CARS IN PASSENGER SERVICE—						
Combination passenger cars.....		1		Hand		
Total .....		1				
CARS IN FREIGHT SERVICE:						
Flat cars .....		3		Hand		
Total.....		3				
CARS LEASED—						
Couch cars.....		1				
Flat cars.....		3				
Total.....		4				
Grand total cars .....		4				

## MILEAGE.

## MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Branches and spurs.	Main line.	Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under track-lease rights.	Total mileage including truckage rights.	New line constructed during year.	RAILS.	
	By capital stock.	By capital stock.									Iron.	Steel.
Miles of single track .....	5.93	5.93	50	50				6.43	6.43		5.43	1.00
Total mileage operated (all tracks).....	5.93	5.93	50	50				6.43	6.43		5.43	1.00

## MILEAGE OF LINE BY STATES AND TERRITORIES.

## MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Branches and spurs.	Main line.	Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under track-lease rights.	Total mileage including truckage rights.	New line constructed during year.	RAILS.	
	By capital stock.	By capital stock.									Iron.	Steel.
Iowa .....	5.93	5.93	50	50				6.43	6.43		5.43	1.00
Total mileage operated (single track).....	5.93	5.93	50	50				6.43	6.43		5.43	1.00
IL. MILEAGE OWNED BY ROAD MAKING THIS REPORT.												
Iowa .....	5.93	5.93	50	50				6.43	6.43		5.43	1.00
Total mileage owned (single track).....	5.93	5.93	50	50				6.43	6.43		5.43	1.00



## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.				PROFILE.					
FROM—	TO—	Miles.	Number of curves.	Aggregate length of curved lines—feet.	Length of straight line—feet.	Length of level line—feet.	Number.	Sum of ascents—feet.	Aggregate length of ascending grades—feet.	Number.	Sum of descents—feet.
Colfax, Iowa.	Valeria, Iowa.	5.93	8	80.73	2,372.7	13,210	9	80	1,335.0	9	34
Total		5.93	8	80.73	2,372.7	13,210	9	80	1,335.0	9	34

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.
Trestles.	9	31.12	16	2,856
Total	9	31.12	16	2,856

## GAUGE OF TRACK—

Four feet, eight and one-half inches; 5.93 miles.

## CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal—bituminous.	Cords of wood—soft.	Total fuel consumed—tons.	Miles run.	Average lbs. consumed per mile.
Passenger.....	630	48		10,016	125.80
Total.....	630	48		10,016	125.80
Average cost at distributing point, per ton. \$	2.00				

## ACCIDENTS TO PERSONS—STATE OF IOWA.

Coupling and uncoupling, injured, 2.

STATE OF IOWA.  
COUNTY OF JASPER. ss.

We, the undersigned, D. S. Couch, Superintendent, and George A. Goodrich, Secretary, of the Iowa Northern Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all of the financial operations of said company during the period for which said return is made.

D. S. COUCH, *Superintendent.*  
GEORGE A. GOODRICH, *Secretary.*

Subscribed and sworn to before me this 11th day of September, 1891.

[SEAL.]

J. A. MATTERN,  
*Notary Public.*



# ANNUAL REPORT

OF THE

KEOKUK &amp; WESTERN RAILROAD COMPANY,

KEOKUK, IOWA,

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
Five.
- Page 7. Give the names of your attorneys in Iowa.  
Lewis Miles, Corydon.  
J. W. Freeland, Corydon.  
W. F. Vermillion, Centerville.  
R. C. Posten, Humeston.  
C. W. Vermillion, Centerville.  
Superintendents for Iowa.  
None.  
Division superintendents for Iowa.  
None.
- Page 11. Total mileage operated in Iowa.  
76 miles.
- Page 13. Total mileage in Iowa.  
76 miles.
- Page 17. 1—Amount of stock issued for dividends on earnings.  
None.  
2—Amount of stock per mile of road.  
\$29,551.75.  
3—Amount of stock representing road in Iowa.  
\$2,400,000.00.  
4—Amount of stock held in Iowa.  
234 shares.

- Page 19. Amount of funded debt representing road in Iowa.  
\$112,200.00.
- Page 27. Grand total for Iowa.  
\$112,200.00 debentures. \$2,400,000.00 stock.
- Page 33. Taxes paid in Iowa.  
\$6,225.31.
- Page 45. 1—Operating expenses per mile of road.  
\$1,519.65.  
2—Operating expenses per train mile.  
.73.  
3—Proportion of operating expenses and taxes for Iowa.  
\$120,905.51.  
4—Percentage of expenses to earnings.  
57.38.  
5—Net earnings per train mile.  
\$812.50.  
6—Percentage of earnings to stock and debt.  
3.  
7—Percentage of earnings to cost of road and equipment.  
3.  
8—Surplus at the commencement of the year.  
\$186,767.50.  
9—Surplus at the close of the year.  
\$186,767.50.  
10—Amount of its own stock owned by the company.  
None.
- Page 46. Fencing in Iowa.  
1—How many miles of new fencing on your road in Iowa?  
76.  
2—How many miles of unfenced road in Iowa?  
None.  
3—What is the average cost per mile of fencing?  
\$300.00.  
4—What is the total cost of the same?  
\$22,800.00.  
5—How many miles of new fencing built during the year?  
None.
- Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.  
15 tons.  
2—Average number of tons in cars when in less than car lots.  
8 tons.  
3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
25-ton, engine, 280 tons.  
4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.  
a—Total receipts for freight forwarded to points outside the State.  
b—Total receipts for freight received from points outside the State.  
c—Total receipts for freight forwarded to points within the State.  
d—Total receipts for freight received from points within the State.  
e—Total receipts from passengers destined to points outside the State.  
f—Total receipts from passengers from points outside the State.  
g—Total receipts from passengers destined to points within the State.  
h—Total receipts from passengers from points within the State.  
5—Total amount received for local freight.  
6—Total amount received for through freight.  
7—Number of tons of local freight carried.  
8—Total amount received from freight originating in Iowa and passing outside the State.  
9—Total amount received from freight originating outside the State and destined to points in Iowa.



- \*10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?
- 11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?
- \*12—What per cent does the local freight business of Iowa bear to business originating outside the State and destined to points within the State?
- \*13—What per cent does local freight business bear to freight moved across the State, from points outside to points outside the State?
- \*14—What per cent of freight received at each station on your road is local and what per cent interstate?
- \*15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
- \*16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
- \*17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

\* No record.

- 18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?
- No branches.
- 19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 64. Tonnage crossing Mississippi River bridge at ..... for the year ending June 30, 1891:

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

Tonnage crossing Missouri River bridge at ..... for the year ending June 30, 1891:

East bound, number tons.....

West bound, number tons.....

Total tons.....

- Page 69. Under heading "State or Territory" Insert Iowa.
- Page 77. Under "Overhead Highway Crossings," Insert Overhead Farm Crossings.
- Under "Conduits," Insert Farm Crossings, "Under."

#### LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from congressional grants.
- No land.
- 2—State the number of acres yet to inure to your company from congressional grants.
- 3—State the average price at which these lands have been sold or contracted by the company.
- 4—State the number of acres sold.
- 5—State the amount received from sales.
- 6—State the amount unpaid on outstanding contracts.
- 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.
- 8—State the amount expended in sale and management of lands.
- 9—State the amount of taxes paid on lands.
- 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.
- 11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.

Cost \$4,373,637.80. Cannot say what cost value is to-day; it could not be replaced for less than above amount, while from its earning power in past years, it would not be worth much over \$1,000,000.00.

Page 80. What provision, if any, has been made by this road for the payment of its funded debt?

2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.

3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

#### HISTORY.

Name of common carrier making this report:  
Keokuk & Western Railroad Company.

Date of organization:  
October 30, 1886.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:  
Iowa, section 1608, revised statutes, 1888.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:

The first mortgage bondholders of the M. I. & N. R. R. purchased this property under foreclosure sale, and we organized as the Keokuk & Western Railroad Company October 30, 1886.

#### ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
T. De Witt Cuyler.....	Philadelphia.....	February 3, 1892.
G. H. Candee.....	New York City, 52 Williams St.....	February 3, 1892.
Benjamin Strong.....	New York City.....	February 3, 1892.
John Paton.....	New York City.....	February 3, 1892.
Benjamin Graham.....	New York City.....	February 3, 1892.
W. H. Gabbard.....	New York City, No. 11 Penn St.....	February 3, 1892.
Felix T. Hughes.....	Keokuk, Iowa.....	February 3, 1892.
A. C. Goodrich.....	Keokuk, Iowa.....	February 3, 1892.
F. M. Drake.....	Centerville, Iowa.....	February 3, 1892.

Total number of stockholders at date of last election:  
One hundred and five.

Date of last meeting of stockholders for election of directors:  
February 4, 1891.

Give post-office address of general office:  
Keokuk, Iowa.

Give post-office address of operating office:  
Keokuk, Iowa.



## OFFICERS OF THE OPERATING COMPANY.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	F. T. Hughes.....	Keokuk, Iowa.
President.....	G. H. Candee.....	New York, N. Y.
Vice-President.....	J. T. Elder.....	Keokuk, Iowa.
Secretary and Ass't Treasurer.....	C. M. Jesup.....	New York, N. Y.
Treasurer and Ass't Secretary.....	F. T. Hughes.....	Keokuk, Iowa.
General Solicitor.....	T. De Witt Caylor.....	Philadelphia, Pa.
Attorney.....	J. F. Elder.....	Keokuk, Iowa.
Auditor.....	A. C. Goodrich.....	Keokuk, Iowa.
General Manager.....	J. P. Boyle.....	Centerville, Iowa.
Chief Engineer.....	A. C. Goodrich.....	Keokuk, Iowa.
Superintendent of Telegraph.....		
Traffic Manager.....		
Assistant General Freight Agent.....		
General Passenger Agent.....		
Assistant General Passenger Agent.....		
General Ticket Agent.....		
Assistant General Ticket Agent.....		
General Baggage Agent.....		

\*Freight Assistant to General Manager—A. McCrae, chief clerk freight department.

\*Passenger Assistant to General Manager—J. F. Elder, chief clerk passenger department.

Attorneys in Iowa—Lewis Miles, Corydon; J. W. Freeland, Corydon; W. F. Vermillion, Centerville; R. C. Posten, Humeston; C. W. Vermillion, Centerville.

## PROPERTY OPERATED.

FROM—	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Keokuk & Western R. R. Company—main line.....	Alexandria, Mo.....	Van Wert, Iowa.....	142.70	
St. Louis, Keokuk & Northwestern Railroad Company.....	Keokuk, Iowa.....	Alexandria, Mo.....	5.27	
Total mileage operated.....			147.90	

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
CAPITAL STOCK—						
Common.....	40,000	\$ 100	\$4,000,000.00	\$4,000,000.00	1%	40,000.00
Total.....	40,000	\$ 100	\$4,000,000.00	\$4,000,000.00	1%	40,000.00

The stock was issued to holders of M., I. & N. R. R. first mortgage bonds when that road was purchased and the company organized.

FUNDED DEBT.  
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.	
	Date of issue.	When due.					When payable.	Amount accrued during year.
Mortgage note.....	Jan. 4, 1887.		\$ 340,000.00	\$ 340,000.00	\$ 220,000.00	\$ 340,000.00	\$ 14,116.65	\$ 14,116.65
Total.....			\$ 340,000.00	\$ 340,000.00	\$ 220,000.00	\$ 340,000.00	\$ 14,116.65	\$ 14,116.65

## EQUIPMENT TRUST OBLIGATIONS.

## A. GENERAL STATEMENT.

Debt noted in 1890 report has been paid.

## B. STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.	
		Original amount.	Amount outstanding.	Original amount.	Amount accrued during year.
Total.....	\$ 78,803.46	\$ 78,803.46	\$ 78,803.46	\$ 1,644.66	\$ 1,644.66

December 5, 1888, the company purchased 500 new cars at a cost of \$78,803.46, giving six demand notes for \$13,133.91 each, at 7 per cent per annum, payable monthly.



## REPORT OF RAILROAD COMMISSIONERS.

### RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount out-standing.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$ 340,000.00	\$ 220,000.00	\$ 14,116.65	\$ 14,116.65
Miscellaneous obligations .....	78,803.46	.....	1,644.68	1,644.68
Total .....	\$ 418,803.46	\$ 220,000.00	\$ 15,761.31	\$ 15,761.31

CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash .....	\$ 26,350.00
Due from agents .....	431.09
Net traffic balances due from other companies .....	6,082.00
Due from solvent companies and individuals .....	4,577.32
<b>Total .....</b>	<b>\$ 37,440.41</b>
Materials and supplies on hand, \$15,589.54.	

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Audited vouchers and accounts.....	\$ 9,481.07
Wages and salaries.....	13,412.61
Miscellaneous.....	7.28
Balance—cash assets.....	14,540.18
Total.....	\$ 37,441.04

### RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

AMOUNT.	TOTAL AMOUNT OUTSTAND- ING.	APPORTION- MENT TO RAILROADS.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock .....	\$ 4,000,000.00	\$ 4,000,000.00	142.80	\$ 28,015.20
Bonds .....	220,000.00	220,000.00	142.80	1,540.53
Total .....	\$ 4,220,000.00	\$ 4,220,000.00	142.80	\$ 29,551.73

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED,  
THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Keokuk & Western Railroad Company.	\$4,000,000.00	\$ 220,000.00	\$ 4,220,000.00	142.80	\$ 29,551.75
Grand total.....	\$4,000,000.00	\$ 220,000.00	\$ 4,220,000.00	142.80	\$ 29,551.75

## COST OF ROAD EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR, NOT INCLUDED IN OPERATING EXPENSES.		Total cost to June 30, 1880.	Total cost to June 30, 1881.	Cost per mile.
	Charged to income accounts.	Charged to improvements.			
<b>CONSTRUCTION—</b>					
Right of way.....					
Other real estate.....					
Fences.....					
Bridges and trestles.....					
Rails.....					
Other superstructure, C. & N. O. and signs.....					
Buildings, furniture and fixtures.....					
Sidings and yard extensions.....					
Cost of road to June 30, 1880.....					
Total construction.....					
<b>EQUIPMENT—</b>					
Locomotives.....					
Passenger cars.....					
Sleeping, parlor and dining cars.....					
Baggage, express and postal cars.....					
Combination cars.....					
Freight cars.....					
Other cars of all classes, pile driver.....					
Floating equipment, snow plow.....					
Cars destroyed.....					
Total equipment.....					
Grand total cost construction, equipment, etc.....					
Total cost construction, equipment, etc., State of Iowa.....					
* Cost of equipment to June 30th, 1888.....					



## INCOME ACCOUNT.

Gross earnings from operation	\$ 100,263.26
Less operating expenses	224,863.14
Income from operation	\$ 167,143.18
Total income	\$ 167,143.18
DEDUCTIONS FROM INCOME—	
Interest on funded debt accrued	\$ 15,761.31
Interest on interest-bearing current liabilities accrued, not otherwise provided for	341.94
Taxes	14,433.72
Permanent improvements	16,366.95
Total deductions from income	46,893.92
Net income	\$ 120,249.26
Dividends, 1 per cent, common stock	\$ 40,000.00
Other payments from net income	386.62
Total	\$ 40,386.62
Surplus from operations of year ending June 30, 1891	\$ 79,862.64
Surplus on June 30, 1890	106,914.86
Surplus on June 30, 1891	\$ 186,767.50

## EARNINGS FROM OPERATIONS—STATE OF IOWA.

ITEM.	Total receipts.	Deductions, account of re-payments, etc.	Actual earnings.
<b>PASSENGER:</b>			
Passenger revenue	\$ 44,332.47		
Less repayments:			
Tickets redeemed, including circus and fair ground tickets	\$ 400.82		
Excess fares refunded—duplex	49.03		
Other repayments—common	179.33		
Total deductions	\$ 629.18		
Total passenger revenue			\$ 43,713.28
Mail			4,427.60
Express			4,131.00
Extra baggage and storage			879.27
Total passenger earnings			\$ 53,142.15
<b>FREIGHT:</b>			
Freight revenue	\$ 126,883.79		
Less repayments:			
Overcharge to shippers	\$ 3,406.05		
Other repayments	1,013.42		
Total deductions	\$ 4,419.47		
Total freight revenue			123,464.83
Total freight earnings			\$ 123,464.83
Total passenger and freight earnings			\$ 176,606.98
<b>OTHER EARNINGS FROM OPERATION:</b>			
Car mileage—balance			16,939.71
Rents from tracks, yards and terminals			6,120.00
Rents not otherwise provided for			45.39
Other sources			211.14
Total other earnings			\$ 23,316.24
Total gross earnings from operation—Iowa			\$ 199,923.22
Total gross earnings from operation—entire line			\$ 302,006.32

## STOCKS OWNED.

NAME.	Total par value.	Rate.	Valuation Nominal.
Keokuk Union Depot Company	\$ 3,000.00		\$ 3,000.00

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY USING PROPERTY LEASED.	ITEM.	TOTAL.
Main line	Between Humeston and Van Wert	H. & S. Railroad	\$ 12,000.00	\$ 12,000.00

## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>			
Repairs of roadway	\$ 14,165.60	\$ 9,306.96	\$ 23,472.56
Renewals of rails	6,780.93	4,474.12	11,255.05
Renewals of ties	5,338.79	3,522.57	8,861.36
Repairs of bridges and culverts	1,558.03	1,028.40	2,586.43
Repairs of fences, road crossings, signs and cattle guards	5,425.83	3,580.00	9,005.83
Repairs of buildings	414.71	274.62	689.33
Repairs of telegraph	957.94	632.00	1,589.94
Other expenses			
Total	\$ 34,582.47	\$ 22,817.73	\$ 57,400.20
<b>MAINTENANCE OF EQUIPMENT—</b>			
Repairs and renewals of locomotives	\$ 9,128.00	\$ 6,023.11	\$ 15,151.71
Repairs and renewals of passenger cars	4,356.08		4,356.08
Repairs and renewals of freight cars		16,790.96	16,790.96
Other expenses	1,012.17	967.83	1,980.00
Total	\$ 14,496.25	\$ 23,781.90	\$ 38,278.15
<b>CONDUCTING TRANSPORTATION—</b>			
Wages of engineers, firemen and round-housemen	\$ 14,423.17	\$ 9,516.50	\$ 23,939.67
Fuel for locomotives	10,041.58	6,025.49	16,067.07
Water supply for locomotives	1,084.93	715.46	1,799.82
All other supplies for locomotives	412.96	272.47	685.43
Wages of other trainmen	16,705.30	7,063.42	23,768.72
All other train supplies	361.49	238.51	600.00
Wages of switchmen, flagmen and watchmen		4,380.00	4,380.00
Expense of telegraph, including train dispatchers and operators	5,783.24	3,706.02	9,519.26
Wages of station agents, clerks and laborers	9,409.79	6,208.64	15,618.43
Station supplies	214.10	141.28	355.38
Switching charges—balance		2,080.24	2,080.24
Car mileage—balance	100.00	1,805.38	1,905.38
Loss and damage		1,343.14	1,343.14
Injuries to persons	100.00	1,319.95	1,419.95
Other expenses	240.00		240.00
Total	\$ 52,845.99	\$ 45,508.50	\$ 98,414.49



## OPERATING EXPENSES—CONTINUED.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>GENERAL EXPENSES—</b>			
Salaries of officers.....	\$ 3,147.90	\$ 2,077.03	\$ 5,224.93
Salaries of clerks.....	5,883.78	3,883.48	9,767.26
General office expenses and supplies.....	193.60	127.73	321.33
Agencies, including salaries and rent.....	1,950.89	1,287.20	3,238.09
Advertising.....	250.00		250.00
Insurance.....	503.95	301.89	805.84
Rents for tracks, yards and terminals.....	2,108.70	1,391.34	3,500.04
Rents not otherwise provided for.....	6.50		6.50
Legal expenses.....	2,548.75	1,681.08	4,229.83
Stationery and printing.....	1,911.47	967.38	2,878.85
Other general expenses.....	1,141.34	753.06	1,894.40
<b>Total.....</b>	<b>\$ 18,838.91</b>	<b>\$ 12,900.79</b>	<b>\$ 31,000.70</b>
<b>RECAPITULATION OF EXPENSES—</b>			
Maintenance of way and structures.....	\$ 34,582.47	\$ 22,817.73	\$ 57,400.20
Maintenance of equipment.....	14,496.85	23,451.90	37,948.75
Conducting transportation.....	52,845.99	45,568.56	98,414.55
General expenses.....	18,838.91	12,900.79	31,000.70
<b>Grand total.....</b>	<b>\$ 120,764.22</b>	<b>\$ 104,008.92</b>	<b>\$ 224,863.14</b>
Percentage of expenses to earnings—entire line.....			57.26
<b>OPERATING EXPENSES—STATE OF IOWA—</b>			
Maintenance of way and structures.....	\$ 17,637.07	\$ 11,637.04	\$ 29,274.11
Maintenance of equipment.....	7,503.39	11,860.47	19,353.86
Conducting transportation.....	26,951.45	23,239.94	50,191.39
General expenses.....	9,907.84	6,253.00	15,860.84
<b>Total.....</b>	<b>\$ 61,989.75</b>	<b>\$ 53,000.45</b>	<b>\$ 114,680.20</b>
Percentage of expenses to earnings—Iowa.....			57.26

## B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY OWNING PROPERTY LEASED.	ITEM.	TOTAL.
<b>TRACKS—</b>				
Main line.....	Between Keokuk and Alexandria.	St. L., K. & N. W. R. R.	\$ 3,500.00	\$ 3,500.00
<b>Total.....</b>			<b>\$ 3,500.00</b>	<b>\$ 3,500.00</b>

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 4,225,003.84	\$ 4,205,008.84	65.00	
Cost of equipment.....	81,088.60	78,568.96		2,519.64
Stocks of other companies owned.....	3,000.00		3,000.00	
Cash and current assets.....	30,039.62	37,441.04	7,401.42	
Materials and supplies.....	57,106.16	15,589.54		41,516.62
<b>Grand total.....</b>	<b>\$ 4,403,238.22</b>	<b>\$ 4,429,608.38</b>		<b>\$ 33,569.90</b>

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 4,000,000.00	\$ 4,000,000.00		
Funded debt.....	292,535.64	220,000.00		72,535.64
Current liabilities.....	60,787.78	22,000.88		40,886.90
Profit and loss.....			79,832.64	
<b>Grand total.....</b>	<b>\$ 4,463,238.22</b>	<b>\$ 4,429,608.38</b>		<b>\$ 33,569.90</b>

## EMPLOYEES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	24	313	\$ 4,398.73	\$ 5.51
General office clerks.....	7	313	4,082.32	2.23
Station agents.....	14	313	7,977.32	1.78
Other station men.....	14	313	8,260.71	1.79
Enginemen.....	6	313	7,728.40	4.93
Firemen.....	6	313	4,693.12	2.45
Conductors.....	4	313	4,226.16	3.31
Other trainmen.....	3	313	4,910.38	1.81
Machinists.....	3	313	2,593.43	2.50
Carpenters.....	14	313	2,080.00	2.17
Other shopmen.....	22	313	11,159.57	1.59
Section foremen.....	13	313	6,854.40	1.72
Other trackmen.....	41	313	12,952.68	1.01
Switchmen, flagmen and watchmen.....	3	313	2,233.80	2.35
Telegraph operators and dispatchers.....	24	313	1,422.90	1.72
All other employees and laborers.....	25	313	3,357.38	4.27
<b>Total (including general officers)—Iowa.....</b>	<b>164</b>	<b>313</b>	<b>\$ 96,663.88</b>	<b>\$ 1.88</b>
Less general officers.....	24		4,398.73	5.51
<b>Total (excluding general officers)—Iowa.....</b>	<b>140</b>	<b>313</b>	<b>\$ 92,265.15</b>	<b>\$ 1.82</b>
<b>DISTRIBUTION OF ABOVE—</b>				
General administration.....	10	313	\$ 9,381.05	\$ 3.00
Maintenance of way and structures.....	60	313	24,400.46	1.31
Maintenance of equipment.....	35	313	20,563.09	1.87
Conducting transportation.....	60	313	42,250.29	2.24
<b>Total (including general officers)—Iowa.....</b>	<b>165</b>	<b>313</b>	<b>\$ 96,663.89</b>	<b>\$ 1.88</b>
Less general officers.....	24		4,398.73	
<b>Total (excluding general officers)—Iowa.....</b>	<b>141</b>	<b>313</b>	<b>\$ 92,265.16</b>	<b>\$ 1.82</b>
<b>Total (including general officers)—entire line.....</b>	<b>318</b>	<b>313</b>	<b>\$ 180,912.06</b>	<b>\$ 1.82</b>

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED	FROM—	TO—	Miles.	Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.
Mortgage.....	Alexandria, Mo. Van Wert, Iowa..			142.80	\$ 1,540.53		



## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## EXPRESS COMPANIES.

Pacific Express Company, for privilege between Keokuk and Van Wert, \$675.00 per month.

## MAILS.

For transportation U. S. mail between Keokuk and Van Wert this Company receives \$50.24 per mile.

## OTHER RAILROAD COMPANIES.

Humeston & Shenandoah Railroad Company pays \$1,000.00 per month for use of the track between Humeston and Van Wert.

Keokuk & Western Railroad Company pays St. Louis, Keokuk & Northwestern Railroad Company \$291.67 per month for trackage rights between Keokuk and Alexandria; also pays 45 per cent of cost of repairs.

## TELEGRAPH COMPANIES.

Western Union Telegraph Company owns telegraph line, furnishes office instruments, and get revenue from commercial business. Wires are used by Railroad Company, for Company business, without charge. Line is kept in repair by Railroad Company, Telegraph Company furnishing material.

## PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF IOWA.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue.....	83,091	
Number of passengers carried one mile.....	1,614,122	
Average distance carried—miles.....	19.5	
Total passenger revenue.....	\$	43,713.28
Average amount received from each passenger.....		.52.601
Average receipts per passenger per mile.....		.02.711
Estimated cost of carrying each passenger one mile.....		.03.815
Total passenger earnings.....		53,142.15
Passenger earnings per mile of road.....		704.19.882
Passenger earnings per train-mile.....		.56.510

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue.....	172,179	
Number of tons carried one mile.....	8,558,310	
Average distance haul of one ton—miles.....	.49	
Total freight revenue.....	\$	123,464.83
Average amount received for each ton of freight.....		.71.707
Average receipts per ton per mile.....		.01.442
Estimated cost of carrying one ton one mile.....		.00.811
Total freight earnings.....		123,464.83
Freight earnings per mile of road.....		1,636.01.076
Freight earnings per train-mile.....		1.98.979

## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	\$	167,178.11
Passenger and freight revenue per mile of road.....		2,215.31.547
Passenger and freight earnings.....		176,606.98
Passenger and freight earnings per mile of road.....		2,340.25.958
Gross earnings from operation.....		199,923.22
Gross earnings from operation per mile of road.....		2,649.22.836
Expenses.....		114,680.30
Expenses per mile of road.....		1,519.65.358

## TRAIN MILEAGE:

Miles run by passenger trains.....	71,357
Miles run by freight trains.....	82,732
Total mileage trains earning revenue.....	156,089
Miles run by switching trains.....	40,219
Miles run by construction and other trains.....	3,593
Grand total train mileage.....	199,901
Mileage of loaded freight cars—north or east.....	284,773
Mileage of loaded freight cars—south or west.....	380,966
Mileage of empty freight cars—north or east.....	210,573
Mileage of empty freight cars—south or west.....	112,799
Average number of freight cars in train.....	13
Average number of loaded cars in train.....	8
Average number of empty cars in train.....	4
Average number of tons of freight in train.....	109
Average number of tons of freight in each loaded car.....	13

72 miles per day for switching engines.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ENTIRE ILLINOIS CENTRAL SYSTEM 2,875.18 MILES.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue.....	162,925	
Number of passengers carried one mile.....	3,164,948	
Average distance carried.....	19.5	
Total passenger revenue.....	\$	85,712.32
Average amount received from each passenger.....		.52.601
Average receipts per passenger per mile.....		.02.711
Estimated cost of carrying each passenger one mile.....		.03.815
Total passenger earnings.....		104,200.30
Passenger earnings per mile of road.....		704.19.882
Passenger earnings per train mile.....		.56.510

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue.....	245,058	
Number of tons carried one mile.....	16,781,197	
Average distance haul of one ton, miles.....	.68	
Total freight revenue.....		242,087.01
Average amount received for each ton of freight.....		.98.788
Average receipts per ton per mile.....		1.442
Estimated cost of carrying one ton one mile.....		.811
Total freight earnings.....		242,087.01
Freight earnings per mile of road.....		1,636.06.076
Freight earnings per train mile.....		1.98.979

## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	327,800.23
Passenger and freight revenue per mile of road.....	2,215.31.547
Passenger and freight earnings.....	346,288.21
Passenger and freight earnings per mile of road.....	2,340.25.958
Gross earnings from operation.....	392,006.32
Gross earnings from operation per mile of road.....	2,649.22.836
Expenses.....	224,863.14
Expenses per mile of road.....	1,519.65.358



<b>TRAIN MILEAGE:</b>	
Miles run by passenger trains.....	143,837
Miles run by freight trains.....	162,220
Miles run by mixed trains.....	306,057
Total mileage trains earning revenue.....	78,800
Miles run by switching trains.....	7,046
Miles run by construction and other trains.....	391,963
Grand total train mileage.....	558,378
Mileage of loaded freight cars—north or east.....	746,993
Mileage of loaded freight cars—south or west.....	412,889
Mileage of empty freight cars—north or east.....	221,175
Mileage of empty freight cars—south or west.....	12
Average number of freight cars in train.....	8
Average number of loaded cars in train.....	4
Average number of empty cars in train.....	109
Average number of tons of freight in train.....	13
Average number of tons of freight in each loaded car.....	

**FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.**  
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF AGRICULTURE—				
Grain .....	6,320	9,900	16,220	9.43
Floor .....	725	582	1,307	0.64
Other mill products .....	191	101	292	0.11
Hay .....	314	2,315	2,629	1.35
Fruit and vegetables .....	1,353	36	1,389	0.80
PRODUCTS OF ANIMALS—				
Live stock .....	17,310	593	19,903	10.40
Dressed Meats .....	3,282		2,282	1.91
Other packing-house products .....	2,161		2,161	1.26
Poultry, game and fish .....	758	477	1,235	0.72
Wool .....	2		2	
Hides and leather .....	9	4	13	0.01
PRODUCTS OF MINES—				
Anthracite coal .....	306	267	573	0.34
Bituminous coal .....	93,945	24	94,069	54.59
Stone, sand, and other like articles .....	2,405	13	2,418	1.34
PRODUCTS OF FOREST—				
Lumber .....	11,921	1,348	13,269	7.65
Hoops .....	779		779	0.45
Cooperage .....	482	31	513	0.30
MANUFACTURES—				
Castings and machinery .....	20	57	77	0.04
Cement, brick and lime .....	202		202	0.12
Agricultural implements .....	248	477	725	0.42
Wines, liquors, and beers .....	1		1	
Household goods and furniture .....	272	184	456	0.27
MERCHANDISE .....	6,200	1,586	7,786	4.57
MISCELLANEOUS—				
Other commodities not mentioned above .....	4,408	1,202	5,610	3.28
Total tonnage, Iowa .....	153,653	18,526	172,179	100.00
Total tonnage—entire line .....	217,013	28,045	245,058	

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES--						
Passenger.....	4	4	4	Westinghouse.		
Freight.....	6	6	6	Anver.		
Switching.....	2	2	2	Anver.		
Total locomotives.....	12	12				
CARS IN PASSENGER SERVICE--						
First-class passenger cars.....	5	5	5	Westinghouse.	5	Miller.
Combination passenger cars.....	2	2	2	Westinghouse.	2	Miller.
Baggage, express and postal cars.....	2	2	2	Westinghouse.	2	Miller.
Total.....	9	9	9	Westinghouse.	9	Miller.
CARS IN FREIGHT SERVICE--						
Box cars.....	520	520				
Flat cars.....	9	9				
Stock cars.....	136	136				
Coal cars.....	246	246				
Total.....	911	911				
CARS IN COMPANY'S SERVICE--						
Derrick cars.....	1	1				
Carboose cars, tool.....	2	2				
Other road cars, ditcher.....	2	2				
Total cars owned.....	11	11				
Grand total cars.....	951	951				

## MILEAGE.

## A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	Line represented by capital stock—main line.	Line operated under track-age rights.	Total mileage operated.	New line constructed during year.	RAILS.	
					Iron.	Steel.
Miles of single track.....	142.80	5.17	147.97		2.09	145.88
Miles of yard track and sidings.....	18.25		18.25	.06	18.30	
Total mileage operated (all tracks).....	161.05	5.17	166.22	.06	20.34	145.88

## B. MILEAGE OF LINE BY STATES AND TERRITORIES.

## I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	Line represented by capital stock—main line.	Total mileage, excluding trackage rights.	Line operated under track-age rights.	RAILS.	
				Iron.	Steel.
Missouri.....	69.72	69.72	2.55		71.97
Iowa.....	73.08	73.08	2.92	2.09	73.91
Total mileage operated (single track).....	142.80	142.80	5.17	2.09	145.88

## II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Same as above.



## REPORT OF RAILROAD COMMISSIONERS.

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
Steel.....	309	60	38.05	Oak.....	16,600	\$ .30
Total steel.....	309		\$ 38.05	Total.....	16,600	\$ .30

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Tons of coal bituminous.	Cords of wood hard.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger.....	1,730.41	51.00	1,773.61	73,357	48.36
Freight.....	4,007.58	117.30	4,085.78	82,732	98.77
Switching.....	770.28	20.40	792.88	40,219	39.41
Construction.....	135.00	4.08	138.38	3,593	77.02
Total.....	6,643.27	192.78	6,790.65	199,901	
Average cost at distributing point--Centerville..	\$ 1.10	\$ 1.75			
Humeston..	1.25				
Keokuk.....	1.50	2.00			

## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.			
	TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings.....	.....	.....	.....	.....	3	3
Total.....	.....	.....	.....	.....	3	3

## TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line, 73.08; miles of wire, 98.53. Owned by the Western Union Telegraph Company, and operated by it for commercial traffic. Used by Keokuk & Western Company to transact its business.

## CHARACTERISTICS OF ROAD.

WORKING DIVISION OR BRANCHES.	MILES.	ALIGNMENT.				PROFILE.			
		Number of curves.	Aggregate length of curved line—miles.	Length of straight line—miles.	Length of level line—miles.	Number.	Sum of ascents, feet.	Aggregate length of ascending grades, miles.	DESCENDING GRADES.
Keokuk.....	5.17	11	1.55	3.62	5.17				
Alexandria.....	142.50	163	46.02	96.78	30.20	31	18.20	83.00	Sum of descents, feet.
Van Wert.....	147.97	174	47.57	100.40	35.37	33	18.20	81.00	Number.
Total.....									Sum of descents, feet.
									Aggregate length of descending grades, miles.



## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet and inches.	Minimum length in feet and inches.	Maximum length in feet and inches.
BRIDGES—				
Wooden .....	1	136	136	136
TRESTLES .....	82	6,801	15	329
OVERHEAD RAILWAY CROSSINGS—				
Bridges .....				1
Height of lowest above surface of rail, feet and inches .....				30
GAUGE OF TRACK—				
Four feet, eight and one-half inches; 73.08 miles.				

## CAR MILEAGE.

State below all individuals, co-operative fast freight lines, and stock companies, to which the company making this report pays mileage for the use of cars.

American Refrigerator Transit Co.	Keystone Palace Horse Car Co.
Arms Palace Horse Car Line.	Merchants Despatch Transportation Co.
American Live Stock Transit Co.	National Despatch Line.
Blue Line.	New England Stock Car Co.
Barton Stock Car Co.	Red Line.
Canada Cattle Car Co.	St. Louis Refrigerator Car Co.
J. I. Case Co.	St. Charles Car Company.
Chicago Refrigerator Car Co.	Street's Stable Car Co.
California Fruit Transportation Co.	Live Poultry Transportation Co.
Erie Dispatch.	Southern Iron Car Line.
Empire Line.	Union Line.
Grossman Palace Horse Car Co.	Union Tank Line.
Hershey Lumber Co.	Union Refrigerator Transit Co.
Hicks Live Stock Car Co.	

STATE OF IOWA, } ss.  
COUNTY OF LEE. }

We, the undersigned, F. T. Hughes, President, and J. F. Elder, Auditor and Assistant Treasurer, of the Keokuk & Western Railroad Company, on our oath do severally say that the foregoing return has been prepared under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all of the financial operations of said company during the period for which said return is made.

F. T. HUGHES.

President.

J. F. ELDER,

Auditor and Assistant Treasurer.

Subscribed and sworn to before me this 13th day of September, 1891.

J. F. ELDER,

Notary Public.

## ANNUAL REPORT

OF THE

## MASON CITY &amp; FORT DODGE RAILROAD COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
One.
- Page 7. Give the names of your attorneys in Iowa.  
John F. Duncombe.  
Superintendents for Iowa.  
Division Superintendents for Iowa.  
General manager acts as superintendent.
- Page 11. Total mileage operated in Iowa.  
92 miles
- Page 13. Total mileage in Iowa.  
92 miles.
- Page 17. 1—Amount of stock issued for dividends on earnings.  
None.  
2—Amount of stock per mile of road.  
\$10,000.00.  
3—Amount of stock representing road in Iowa.  
\$920,000.00.  
4—Amount of stock held in Iowa.  
One share.
- Page 19. Amount of funded debt representing road in Iowa.  
\$1,380,000.00.
- Page 27. Grand total for Iowa.  
\$2,746,947.01.
- Page 33. Taxes paid in Iowa.  
\$8,765.48.
- Page 45. 1—Operating expenses per mile of road  
\$831.63.  
2—Operating expenses per train mile.  
\$ .72081.



- 3—Proportion of operating expenses and taxes for Iowa.  
100 per cent.
- 4—Percentage of expenses to earnings.  
68.17 per cent.
- 5—Net earnings per train mile.  
336.53.
- 6—Percentage of earnings to stock and debt.  
548.80.
- 7—Percentage of earnings to cost of road and equipment.  
545.90.
- 8—Surplus at the commencement of the year.  
None.
- 9—Surplus at the close of the year.  
None.
- 10—Amount of its own stock owned by the company.  
None.

## Page 46. Fencing in Iowa.

- 1—How many miles of fencing on your road in Iowa?  
161.46 miles.
- 2—How many miles of unfenced road in Iowa?  
12 miles.
- 3—What is the average cost per mile of fencing?  
\$108.24.
- 4—What is the total cost of the same?  
\$27,165.19.
- 5—How many miles of new fencing built during the year?  
None.

## Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

- 10.72.
- 2—Average number of tons in cars when in less than car lots.  
10.72.
- 3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
A 39-ton engine can haul 360 tons between Mason City and Fort Dodge, and 225 tons between Lehigh and Fort Dodge.
- \*4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.
  - a—Total receipts for freight forwarded to points outside the State.
  - b—Total receipts for freight received from points outside the State.
  - c—Total receipts for freight forwarded to points within the State.
  - d—Total receipts for freight received from points within the State.
  - e—Total receipts from passengers destined to points outside the State.
  - f—Total receipts from passengers from points outside the State.
  - g—Total receipts from passengers destined to points within the State.
  - h—Total receipts from passengers from points within the State.
- 5—Total amount received for local freight.  
\$96,479.43.
- 6—Total amount received for through freight.  
\$42,679.36.
- 7—Number of tons of local freight carried.  
57,615.
- 8—Total amount received from freight originating in Iowa and passing outside the State.
- 9—Total amount received from freight originating outside the State and destined to points in Iowa.
- 10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?
- 11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?

- 12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
- 13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?
- 14—What per cent of freight received at each station on your road is local and what per cent interstate?
- 15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
- 16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
- 17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?  
Statistics not kept to show this information.
- 18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa to points on the main line outside the State, or to points on other lines?  
All line in the State of Iowa.

- 19—Give the amount in tons and kind of freight furnished by each branch line to your main line.  
Coalville Branch, 17,318 tons of coal.

## Page 64. Tonnage crossing Mississippi river bridge at ..... for the year ending June 30, 1891.

East bound, number of tons.....  
West bound, number of tons.....

Total tons.....

## Tonnage crossing Missouri river bridge at ..... for the year ending June 30, 1891.

East bound, number of tons.....  
West bound, number of tons.....

Total tons.....

## Page 69. Under heading "State or Territory" insert Iowa.

Page 77. Under "Overhead Highway Crossings," insert overhead farm crossings.  
Under "Conduits," insert farm crossing, "under."

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.  
None.
- 2—State the number of acres yet to inure to your company from congressional grants.
- 3—State the average price at which these lands have been sold or contracted by the company.
- 4—State the number of acres sold.
- 5—State the amount received from sales.
- 6—State the amount unpaid on outstanding contracts.
- 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.
- 8—State the amount expended in sale and management of lands.
- 9—State the amount of taxes paid on lands.
- 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.
- 11—The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road all fixtures and conveniences for transacting its business.  
Cannot estimate.
- Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?  
None.
- 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.  
None.



3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

Western Freight Association.

4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

None.

### HISTORY.

Name of common carrier making this report:

Mason City & Ft. Dodge Railroad.

Date of organization:

May 23, 1881.

Under laws of what Government, State or Territory organized? If more than one, name all.

Give reference to each statute and all amendments thereof.

State of Iowa, under chapter 1, Title IX, Code of Iowa, sections 1656 to 1690 inclusive.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

Date and authority for each consolidation?

None.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

### ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. J. Hill	St. Paul	Third Tuesday, May, 1892.
David C. Shepard	St. Paul	
Hamilton Browne	Ft. Dodge	
Wm. A. Stephens	St. Paul	
Eugene P. Hickey	St. Paul	

Total number of stockholders at date of last election?

Eight.

Date of last meeting of stockholders for election of directors?

May 19, 1891.

Give post-office address of general office:

Fort Dodge, Iowa.

Give post-office address of operating office:

Mason City, Iowa.

### OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Wm. A. Stephens	St. Paul, Minn.
Secretary and Treasurer	S. T. Meservey	Ft. Dodge, Iowa.
Assistant Treasurer	C. C. Burdick	Mason City, Iowa.
Auditor	R. W. Eager	Mason City, Iowa.
General Manager	C. C. Burdick	Mason City, Iowa.
Superintendent of Telegraph	C. C. Burdick	Mason City, Iowa.
General Freight and Passenger Agent	Jas. H. Kelly	Mason City, Iowa.

### PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Mason City & Ft. Dodge Railroad	Mason City	Lehigh	88.4	
	Carbon Junction	Coalville	3.6	
Total			92	

### CAPITAL STOCK.

DESCRIPTION.	DIVIDENDS DECLARED DURING YEAR.	
	Rate.	Amount.
Number of shares authorized.	9,200 \$	920,000.00
Par value of shares	100.00 \$	920,000.00
Total par value authorized.	9,200 \$	920,000.00
Total amount issued and outstanding.		920,000.00

### MANNER OF PAYMENT FOR CAPITAL STOCK.

ISSUED FOR CONSTRUCTION:	REMARKS.	
	Number of shares issued during year.	Total cash realized
Common	9,200	
Total	9,200	

Stock was issued, together with bonds, in payment for construction and equipment of road.



## FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Date.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
First mortgage	July, 1886	July, 1926	\$ 1,380,000.00	\$ 1,380,000.00	\$ 1,380,000.00	\$ 1,380,000.00	6 Jan., 1901	July, 1901	\$ 82,800.00	\$ 82,800.00
RECAPITULATION OF FUNDED DEBT.										
CLASS OF DEBT.	INTEREST.		Amount outstanding.	Amount issued.	Amount outstanding.	Amount realized on amount issued.	Date.	INTEREST.		
	When payable.	Amount accrued during year.						When payable.	Amount accrued during year.	Amount paid during year.
Mortgage bonds		\$ 82,800.00	\$ 1,380,000.00	\$ 1,380,000.00	\$ 1,380,000.00	\$ 1,380,000.00	6 Jan., 1901	July, 1901	\$ 82,800.00	\$ 82,800.00
Total		\$ 82,800.00	\$ 1,380,000.00	\$ 1,380,000.00	\$ 1,380,000.00	\$ 1,380,000.00	6 Jan., 1901	July, 1901	\$ 82,800.00	\$ 82,800.00

## MASON CITY &amp; FT. DODGE RAILROAD COMPANY.

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash	\$ 3,748.15
Bills receivable	490.35
Due from agents	2,116.29
Net traffic balances due from other companies	185.66
Due from solvent companies and individuals	1,034.40
Other cash assets (excluding materials and supplies*)	50.00
Balance—Current liabilities	446,947.01
Total	\$ 454,551.80

\* Materials and supplies on hand, \$11,249.54.

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Loans and bills receivable	\$ 30,977.59
Audited vouchers and accounts	4,012.02
Wages and salaries	3,875.63
Net traffic balances due to other companies	1,686.56
Matured interest coupons unpaid (including coupons due July 1)	414,000.00
Total	\$ 454,551.80

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$ 920,000.00	\$ 920,000.00		92.00	\$10,000.00
Bonds	1,380,000.00	1,380,000.00		92.00	15,000.00
Total	\$ 2,300,000.00	\$ 2,300,000.00		92.00	\$25,000.00

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED)  
THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Mason City & Ft. Dodge	\$ 920,000.00	\$ 1,380,000.00	\$ 446,947.01	\$ 2,746,947.01	92	\$ 29,838.12
Total	\$ 920,000.00	\$ 1,380,000.00	\$ 446,947.01	\$ 2,746,947.01	92	\$ 29,838.12



## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile of road owned.
	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction of equipment.			
<b>CONSTRUCTION—</b>						
Right of way.....	.....	.....	.....	2,011.49	2,200.00	34.99
Fences.....	.....	.....	.....	27,033.82	27,163.10	935.70
Grading and bridge and culvert masonry.....	.....	.....	.....	4,074.84	4,531.82	103.40
Bridges and trestles.....	.....	.....	.....	4,480.71	4,480.71	48.80
Rails.....	.....	.....	.....	6,770.36	6,770.36	73.60
Ties.....	.....	.....	.....	9,870.46	9,870.46	107.15
Other superstructure.....	.....	.....	.....	2,514.60	2,514.60	27.33
Buildings, furniture and fixtures.....	.....	.....	.....	6,886.87	7,314.09	77.33
Shop machinery and tools.....	.....	.....	.....	1,874.86	4,423.58	47.73
Engineering expenses.....	.....	.....	.....	131.00	1,573.57	16.43
Sidings and yard extensions.....	.....	.....	.....	211.87	1,784.70	19.40
Road built by contract—cost road and equipment to Nov. 30, 1886.....	.....	.....	.....	2,300,000.00	2,300,000.00	25,000.00
Other items.....	.....	.....	.....	3,583.17	3,583.17	38.71
<b>Total construction.....</b>				<b>67,812.73</b>	<b>2,372,293.57</b>	<b>783.07</b>
<b>EQUIPMENT:</b>						
Locomotives.....	.....	.....	.....	1,504.70	1,799.64	19.55
Passenger cars.....	.....	.....	.....	1,191.20	1,191.20	12.65
Freight cars.....	.....	.....	.....	11,313.07	11,313.07	122.97
Other cars of all classes—snow plow and wrecking car.....	.....	.....	.....	1,168.31	1,569.46	16.93
<b>Total equipment.....</b>				<b>689.49</b>	<b>15,173.38</b>	<b>172.42</b>
<b>Grand total cost construction, equipment, etc.....</b>				<b>5,103.33</b>	<b>2,387,466.95</b>	<b>25,037.49</b>
<b>Total cost construction, equipment, etc., State of Iowa.....</b>				<b>5,103.33</b>	<b>2,387,466.95</b>	<b>25,037.49</b>

The first cost of the road, as regards the various construction and equipment accounts, is not known, inasmuch as the road was built and equipment furnished under contract, and both were paid for in the bonds and stock of the company.

The road was turned over to the operating department November 30, 1886, from which date all construction and equipment expenditures are shown above.

## INCOME ACCOUNT

## FOR ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.....	\$ 112,231.05	
Less operating expenses.....	76,510.11	
<b>Income from operation.....</b>		<b>\$ 35,720.94</b>
<b>DEDUCTIONS FROM INCOME:</b>		
Interest on funded debt accrued.....	\$ 82,800.00	
Taxes.....	8,765.48	
<b>Total deductions from income.....</b>		<b>\$ 91,565.48</b>
<b>Deficit.....</b>		<b>\$ 55,844.54</b>
Deficit from operations of year ending June 30, 1891.....		55,844.54
Deficit on June 30, 1890.....		3,842.36
		<b>\$ 291,763.50</b>
Deficit on June 30, 1891.....		<b>\$ 347,608.13</b>

## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEM.	Total receipts.	Deductions account of repayments, etc.	Actual earnings.
<b>PASSENGER—</b>			
Passenger revenue.....	\$ 27,857.02		
Less repayments:			
Excess fares refunded.....		\$ 44.67	
<b>Total deductions.....</b>		<b>\$ 44.67</b>	
<b>Total passenger revenue.....</b>			<b>\$ 27,812.35</b>
Mail.....	3,972.60		
Express.....	568.00		
Extra baggage and storage, etc.....	719.31		
			<b>\$ 5,259.91</b>
<b>Total passenger earnings.....</b>			<b>\$ 33,072.26</b>
<b>FREIGHT—</b>			
Freight revenue.....	\$ 79,916.75		
Less repayments:			
Overcharge to shippers.....		\$ 757.96	
<b>Total deductions.....</b>		<b>\$ 757.96</b>	
<b>Total freight revenue.....</b>			<b>\$ 79,158.79</b>
<b>Total freight earnings.....</b>			<b>\$ 79,158.79</b>
<b>Total passenger and freight earnings.....</b>			<b>\$ 112,231.05</b>
<b>Total gross earnings from operation—Iowa.....</b>			<b>\$ 112,231.05</b>
<b>Total gross earnings from operation—entire line.....</b>			<b>\$ 112,231.05</b>



## OPERATING EXPENSES.

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>			
Repairs of roadway.....	\$ 8,431.00	\$ 7,997.30	\$ 16,428.30
Renewals of rails.....	72.52	68.80	141.32
Renewals of ties.....	5,283.15	5,011.37	10,294.52
Repairs of bridges and culverts.....	513.68	487.26	1,000.94
Repairs of fences, road-crossings, signs, and cattle guards.....	145.10	137.64	282.74
Repairs of buildings.....	567.37	528.18	1,095.55
Total.....	\$ 15,012.82	\$ 14,240.55	\$ 29,253.37
<b>MAINTENANCE OF EQUIPMENT:</b>			
Repairs and renewals of locomotives.....	\$ 1,173.75	\$ 1,861.61	\$ 3,035.36
Repairs and renewals of passenger cars.....	2,115.70		2,115.70
Repairs and renewals of freight cars.....		3,467.18	3,467.18
Shop machinery, tools, etc.....	43.89	43.53	87.42
Total.....	\$ 3,333.40	\$ 5,372.32	\$ 8,705.72
<b>CONDUCTING TRANSPORTATION:</b>			
Wages of engineers, firemen and round-housemen.....	\$ 3,658.41	\$ 3,479.70	\$ 7,138.11
Fuel for locomotives.....	4,639.40	3,831.61	8,471.01
Water-supply for locomotives.....	564.80	535.74	1,100.54
All other supplies for locomotives.....	197.49	187.28	384.77
Wages of other trainmen.....	1,862.07	2,865.81	4,727.88
All other train supplies.....	102.12	76.14	178.26
Expense of telegraph, including train dispatchers and operators.....	1,075.30	1,020.93	2,096.23
Wages of station agents, clerks, and laborers.....	2,514.12	2,384.79	4,898.91
Station supplies.....	226.36	214.72	441.08
Car mileage—balance.....	15.00	1,227.97	1,242.97
Loss and damage.....		149.67	149.67
Injuries to persons.....		180.00	180.00
Total.....	\$ 14,206.01	\$ 13,628.42	\$ 27,834.43
<b>GENERAL EXPENSES:</b>			
Salaries of officers.....	\$ 2,855.94	\$ 2,709.02	\$ 5,564.96
Salaries of clerks.....	483.57	461.64	945.21
General office expenses and supplies.....	708.01	671.58	1,379.59
Advertising.....	95.07	90.18	185.25
Expense of traffic associations.....	136.48	129.46	265.94
Legal expenses.....	464.19	440.31	904.50
Stationery and printing.....	752.88	714.16	1,467.04
Total.....	\$ 5,490.24	\$ 5,216.35	\$ 10,715.59
<b>RECAPITULATION OF EXPENSES:</b>			
Maintenance of way and structures.....	\$ 15,012.82	\$ 14,240.55	\$ 29,253.37
Maintenance of equipment.....	3,333.40	5,372.32	8,705.72
Conducting transportation.....	14,206.01	13,628.42	27,834.43
General expenses.....	5,490.24	5,216.35	10,715.59
Grand total.....	\$ 50,062.22	\$ 38,457.64	\$ 76,510.11
Percentage of expenses to earnings—entire line.....	115.05	48.58	68.17
<b>OPERATING EXPENSES—STATE OF IOWA—</b>			
Maintenance of way and structures.....	\$ 15,012.82	\$ 14,240.55	\$ 29,253.37
Maintenance of equipment.....	3,333.40	5,372.32	8,705.72
Conducting transportation.....	14,206.01	13,628.42	27,834.43
General expenses.....	5,490.24	5,216.35	10,715.59
Total.....	\$ 38,052.47	\$ 38,457.64	\$ 76,510.11
Percentage of expenses to earnings—Iowa.....	115.05	48.58	68.17

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 67,812.73	\$ 72,250.37	\$ 4,437.64	
Cost of equipment.....	13,173.28	13,802.77	629.49	
Common stock.....	920,000.00	920,000.00		
First mortgage bonds.....	1,380,000.00	1,380,000.00		
Total cost road and equipment to November 20, 1886.....	\$ 2,382,986.01	\$ 2,383,089.34	\$ 103.33	
<b>OTHER ASSETS—</b>				
Materials and supplies.....	\$ 8,708.35	\$ 11,249.54	\$ 2,541.19	
Profit and loss.....	291,762.50	347,068.13	55,305.63	
Grand total.....	\$ 2,683,517.95	\$ 2,746,947.01	\$ 63,429.06	

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 920,000.00	\$ 920,000.00		
Funded debt.....	1,380,000.00	1,380,000.00		
Current liabilities.....	383,517.95	446,947.01	63,429.06	
Grand total.....	\$ 2,683,517.95	\$ 2,746,947.01	\$ 63,429.06	

## EMPLOYES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total No. of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	3	1,065	\$ 4,899.96	\$ 4.47
General office clerks.....	2	739	840.00	1.15
Station agents.....	12	4,380	5,820.00	1.33
Engineers.....	3	939	3,504.00	3.73
Firemen.....	3	939	2,331.72	2.48
Conductors.....	3	939	2,331.72	2.48
Other trainmen.....	4	1,252	2,023.92	1.62
Machinists.....	3	991	2,965.80	2.99
Carpenters.....	4	1,252	2,044.32	1.63
Other shopmen.....	11	3,443	4,805.64	1.39
Section foremen.....	15	5,475	8,100.00	1.48
Other trackmen.....	26	8,198	8,828.61	1.10
Telegraph operators and dispatchers.....	2	730	1,260.00	1.72
Total (including general officers)—Iowa.....	91	30,303	\$ 49,763.25	\$ 1.64
Less general officers.....	3	1,065	4,899.96	4.47
Total (excluding general officers)—Iowa.....	88	29,238	\$ 44,863.29	\$ 1.53
<b>DISTRIBUTION OF ABOVE—</b>				
General administration.....	5	1,825	\$ 5,799.00	
Maintenance of way and structures.....	42	13,926	17,439.69	
Maintenance of equipment.....	17	5,373	9,304.68	
Conducting transportation.....	27	9,179	17,278.92	
Total (including general officers)—Iowa.....	91	30,303	\$ 49,763.25	
Less general officers.....	3	1,065	4,899.96	
Total (excluding general officers)—Iowa.....	88	29,238	\$ 44,863.25	
Total (including general officers)—Entire line.....	91	30,303	\$ 49,763.25	



## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		MILES.	Amount of mortgage per mile of line.	What equip-ment mort- gaged.	What in- come mort- gaged.	What sec- urities mort- gaged.
	FROM—	TO—					
First mortgage.	Mason City, Iowa. Carbon Junction, Iowa.	Lehigh, Iowa. Coalville, Iowa.	88.4 2.0	\$ 15,000.00 \$ 15,000.00	All All	All All	All All
	Total.						

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

The American Express Company runs over the lines of this Company, between Mason City and Lehigh, paying one and one-half first class rates on all local, and first class rates on all through business and on fruits and vegetables.

Have no contracts for transportation of mails. The Government pays a specified rate per mile per annum, based on average weight of mail carried.

With Western Union Telegraph Company, to build one (and more lines when necessary) line, the Railroad Company to operate and keep same in repair. The gross receipts from all commercial business go to the Telegraph Company.

## PASSENGER, FREIGHT AND TRAIN MILEAGE—STATE OF IOWA.

## PASSENGER TRAFFIC—

Number of passengers carried earning revenue.....	48,819
Number of passengers carried one mile.....	939,579
Average distance carried, miles.....	19
Total passenger revenue.....	\$ 27,812.35
Average amount received from each passenger.....	.56,970
Average receipts per passenger per mile.....	.02,960
Estimated cost of carrying each passenger one mile.....	.04,049
Total passenger earnings.....	33,072.26
Passenger earnings per mile of road.....	359.48.108
Passenger earnings per train mile.....	.60,708

## FREIGHT TRAFFIC—

Number of tons carried of freight earning revenue.....	96,319
Number of tons carried one mile.....	2,815,542
Average distance haul of one ton.....	29.23
Total freight revenue.....	79,158.79
Average amount received for each ton of freight.....	82.813
Average receipts per ton per mile.....	.02,833
Estimated cost of carrying one ton one mile.....	.01,366
Total freight earnings.....	79,158.79
Freight earnings per mile of road.....	860.42.166
Freight earnings per train mile.....	1.53.209

## PASSENGER AND FREIGHT—

Passenger and freight revenue.....	106,971.14
Passenger and freight revenue per mile of road.....	1,162.73.977
Passenger and freight earnings.....	112,231.05
Passenger and freight earnings per mile of road.....	1,219.90.274
Gross earnings from operation.....	112,231.05
Gross earnings from operation per mile of road.....	1,219.90.274
Expenses.....	76,519.11
Expenses per mile of road.....	831.03.163

## TRAIN MILEAGE—

Miles run by passenger trains.....	54,477
Miles run by freight trains.....	51,607
Total mileage trains earning revenue.....	106,144
Grand total train mileage.....	106,144
Mileage of loaded freight cars—north and east.....	166,235
Mileage of loaded freight cars—south and west.....	96,213
Mileage of empty freight cars—north and east.....	35,072
Mileage of empty freight cars—south and west.....	104,340
Average number of freight cars in train.....	10.40
Average number of loaded cars in train.....	5.44
Average number of empty cars in train.....	4.46
Average number of tons of freight in train.....	63.74
Average number of tons of freight in each loaded car.....	10.728



## FREIGHT TRAFFIC MOVEMENT--STATE OF IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
<b>PRODUCTS OF AGRICULTURE--</b>				
Grain.....	19,731	.....	19,731	20.48
Flour.....	124	785	909	.94
Hay.....	2,301	.....	2,301	2.39
Fruit and vegetables.....	5	.....	5	.01
Flax and grass seed.....	2,100	.....	2,100	2.18
Farm products.....	123	.....	123	.13
<b>PRODUCTS OF ANIMALS--</b>				
Live stock.....	1,844	31	1,875	1.94
Other packing-house products.....	14	.....	14	.02
Dairy products.....	89	.....	89	.09
<b>PRODUCTS OF MINES--</b>				
Anthracite coal.....	3	914	917	.95
Bituminous coal.....	50,128	611	50,739	52.68
Stone, sand, and other like articles.....	2,310	34	2,344	2.43
Salt.....	8	218	226	.23
<b>PRODUCTS OF FOREST--</b>				
Lumber.....	288	5,119	5,407	5.61
Ties, wood and forest products.....	463	3,028	3,491	3.62
<b>MANUFACTURES--</b>				
Iron, pig and bloom.....	51	25	76	.98
Other castings and machinery and nails.....	.....	89	89	.09
Cement, brick, and lime.....	954	90	1,044	1.09
Wines, liquors and beers.....	5	433	438	.46
Household goods and furniture and sundries.....	186	456	642	.66
<b>MERCHANDISE.....</b>	1,285	789	2,074	2.16
<b>MISCELLANEOUS--</b>				
Other commodities not mentioned above.....	1,127	568	1,695	1.76
<b>Total tonnage--Iowa.....</b>	<b>83,139</b>	<b>13,180</b>	<b>96,319</b>	<b>100.00</b>
<b>Total tonnage--entire line.....</b>	<b>83,139</b>	<b>13,180</b>	<b>96,319</b>	<b>100.00</b>

## RENEWALS OF RAILS AND TIES--STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard, lbs.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
Rails bought, held in stock, on hand.				Tamarac and pine.....	6,344	.42.01
				Tamarac and pine.....	1,065	.44.00
				Tamarac and pine.....	79	.46.80
				Tamarac and pine.....	18,907	.37.673
				<b>Total.....</b>	<b>26,395</b>	<b>* \$10,294.52</b>

\* Total cost.

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>LOCOMOTIVES--</b>						
Passenger.....	1	1	1	Westinghouse*		
Freight.....	2	2	2	1 New York* 1 Vacuum*		
Switching.....	1	1				
<b>Total locomotives.....</b>	<b>4</b>	<b>4</b>				
<b>CARS IN PASSENGER SERVICE--</b>						
First-class passenger cars.....	2	2	2	Westinghouse..	1	Miller.
Combination passenger cars.....	1	1	1	Westinghouse..	1	Miller.
Baggage, express and postal cars.....	1	1				
<b>Total.....</b>	<b>4</b>	<b>4</b>				
<b>CARS IN FREIGHT SERVICE--</b>						
Box cars.....	27	27				
Stock cars.....	17	17				
Coal cars.....	80	80				
<b>Total.....</b>	<b>124</b>	<b>124</b>				
<b>CARS IN COMPANY'S SERVICE--</b>						
Derrick cars.....	1	1				
Caboose cars.....	1	1				
<b>Total.....</b>	<b>2</b>	<b>2</b>				
<b>Total cars owned.....</b>	<b>135</b>	<b>135</b>				
<b>Grand total cars.....</b>	<b>135</b>	<b>135</b>				

Air brake.\*

## CONSUMPTION OF FUEL BY LOCOMOTIVES--STATE OF IOWA.

LOCOMOTIVES.	Tons of coal-bituminous.	Cords of wood-hard.	Cords of wood-soft.	Total fuel consumed--tons.	Miles run.	Average lbs. consumed per mile.
Passenger.....	2,169.30		73.90	2,243.25	56,690	39.94
Freight.....	2,057.70		70.10	2,127.85	53,774	39.78
<b>Total.....</b>	<b>4,227.00</b>		<b>144.00</b>	<b>4,371.00</b>	<b>110,464</b>	<b>77.83</b>
<b>Average cost at distributing point.....</b>	<b>\$ 1.05</b>		<b>\$ 2.30</b>			

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.
<b>BRIDGES--</b>				
Iron.....	3	525	44	361.6
Wooden.....				
Combination.....				
<b>Total.....</b>	<b>3</b>	<b>525</b>	<b>44</b>	<b>361.6</b>
<b>TRESTLES.....</b>	<b>109</b>	<b>8,170.0</b>	<b>12</b>	<b>979.6</b>



## MILEAGE.

## A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under track- age rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track .....	88.40	3.00					92.00		3.00	88.40
Miles of yard track and sidings. ....	5.70	.46					6.16		1.11	5.05
Total mileage operated (all tracks). ....	94.10	4.06					98.16		4.71	93.45

## MILEAGE OF LINE BY STATES AND TERRITORIES.

## B. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding track- age rights.	Line operated under track- age rights.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Iowa .....	88.40	3.00					92		3.00	88.40
Total mileage operated (single track) .....	88.40	3.00					92		3.00	88.40
Iowa .....	88.40	3.00					92		3.00	88.40
Total mileage owned (single track) .....	88.40	3.00					92		3.00	88.40

## II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		1						1
Other causes .....								
Total .....		1						1

## GAUGE OF TRACK—

Four feet, eight and one-half inches; 98.16 miles.

## UNDER HIGHWAY CROSSINGS—

Bridges. .... 1

## TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Owned and operated by Western Union Telegraph Company, operated by railroad company's employees. Miles of line, 86; miles of wire, 89.

We the undersigned, William A. Stephens, President, and R. W. Eager, Auditor, of the Mason City & Fort Dodge Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

WILLIAM A. STEPHENS,  
President.R. W. EAGER,  
Auditor.STATE OF MINNESOTA, }  
COUNTY OF RAMSEY, } ss.

Subscribed and sworn to by William A. Stephens, President of the Mason City and Fort Dodge Railroad Company, before me this 12th day of September, A. D. 1891.

CHARLES P. NASH,  
Notary Public, Ramsey County, Minn.STATE OF IOWA, }  
CERRO GORDO COUNTY, } ss.

Subscribed and sworn to by R. W. Eager, Auditor, before me this 9th day of September, 1891.

R. W. McNIDER,  
Notary Public.



# ANNUAL REPORT

## OF THE

# MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY,

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
 Page 7. Give the names of your attorneys in Iowa.  
     Superintendents for Iowa.  
     Division superintendents for Iowa.  
 Page 11. Total mileage operated in Iowa.  
 Page 13. Total mileage in Iowa.  
     141.4 miles.  
 Page 17. 1—Amount of stock issued for dividends on earnings  
     2—Amount of stock per mile of road.  
     3—Amount of stock representing road in Iowa.  
     4—Amount of stock held in Iowa.  
 Page 19. Amount of funded debt representing road in Iowa.  
 Page 27. Grand total for Iowa.  
 Page 33. Taxes paid in Iowa.  
     \$16,554.61.  
 Page 43. 1—Operating expenses per mile of road.  
     \$1,687.12.  
     2—Operating expenses per train mile.  
     \$0.89.1.  
     3—Proportion of operating expenses and taxes for Iowa  
     4—Percentage of expenses to earnings.  
     5—Net earnings per train mile.  
     \$0.38.3.  
     6—Percentage of earnings to stock and debt.  
     7—Percentage of earnings to cost of road and equipment  
     8—Surplus at the commencement of the year.  
     9—Surplus at the close of the year.  
     10—Amount of its own stock owned by the company.

- Page 46. Fencing in Iowa.  
     Entire road in Iowa, except Kalo branch (1.8 miles), is fenced on both sides.  
     1—How many miles of fencing on your road in Iowa?  
     2—How many miles of unfenced road in Iowa?  
     3—What is the average cost per mile of fencing?  
     4—What is the total cost of the same?  
     5—How many miles of new fencing built during the year?
- Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.  
     2—Average number of tons in cars when in less than car lots.  
     3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
     4—Give the names of and the following information concerning each station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.  
     a—Total receipts for freight forwarded to points outside the State.  
     b—Total receipts for freight received from points outside the State.  
     c—Total receipts for freight forwarded to points within the State.  
     d—Total receipts for freight received from points within the State.  
     e—Total receipts from passengers destined to points outside the State.  
     f—Total receipts from passengers from points outside the State.  
     g—Total receipts from passengers destined to points within the State.  
     h—Total receipts from passengers from points within the State.  
     5—Total amount received from local freight.  
     6—Total amount received for through freight.  
     7—Number of tons of local freight carried.  
     8—Total amount received from freight originating in Iowa and passing outside the State.  
     9—Total amount received from freight originating outside the State and destined to points in Iowa.  
     10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?  
     11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?  
     12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?  
     13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?  
     14—What per cent of freight received at each station on your road is local and what per cent interstate?  
     15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?  
     16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?  
     17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?  
     18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?  
     19—Give the amount in tons and kind of freight furnished by each branch line to your main line.
- Page 64. Tonnage crossing Mississippi river bridge at.....for the year ending June 30, 1891.  
     East bound, number of tons.....  
     West bound, number of tons.....  
     Total tons.....  
     Tonnage crossing Missouri river bridge at.....for the year ending June 30, 1891.  
     East bound, number of tons.....  
     West bound, number of tons.....  
     Total tons.....



- Page 66. Under heading "State or Territory" insert Iowa.  
 Page 77. Under "Overhead Highway Crossings" insert Overhead Farm Crossings.  
 Under "Conduits," insert Farm crossings, "Under."

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.  
 2—State the number of acres yet to inure to your company from congressional grants.  
 3—State the average price at which these lands have been sold or contracted by the company.  
 4—State the number of acres sold.  
 5—State the amount received from sales.  
 6—State the amount unpaid on outstanding contracts.  
 7—State the gross amount received from sales, contracts, forfeited contracts, etc. up to June 30, 1891.  
 8—State the amount expended in sale and management of lands.  
 9—State the amount of taxes paid on lands.  
 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.  
 11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.
- Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?  
 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.  
 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.
- No answers received to the foregoing questions.

## HISTORY.

- Name of common carrier making this report:  
 Minneapolis & St. Louis Railway, W. H. Truesdale, Receiver.  
 Date of organization?  
 Receiver appointed June 28th, 1888.  
 Under the laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof:  
 Receiver appointed by the Court of the 4th Judicial District of Minnesota.  
 If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:  
 Not consolidated.  
 Date and authority for each consolidation:  
 If a reorganized company, give name of original corporation, and refer to laws under which it was organized.  
 What carrier operates the road of this company?

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. R. Cable.....	Chicago, Illinois.....	October, 1891.
W. D. Washburn.....	Minneapolis, Minn.....	
W. D. Hale.....	Minneapolis, Minn.....	
W. H. Truesdale.....	Minneapolis, Minn.....	
L. C. Mitchell.....	Minneapolis, Minn.....	October, 1892.
Joseph Gaskell.....	Minneapolis, Minn.....	
E. B. Langdon.....	Minneapolis, Minn.....	
A. E. Clarke.....	Minneapolis, Minn.....	
C. J. Ives.....	Cedar Rapids, Iowa.....	October, 1893.

Total number of stockholders at date of last election:  
 490.

Date of last meeting of stockholders for election of directors.  
 First Tuesday, October, 1890—7th.

Give post-office address of general office.  
 Minneapolis, Minn.

Give post-office address of operating office.  
 Minneapolis, Minn.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Receiver.....	W. H. Truesdale.....	Minneapolis, Minn.
Secretary and Treasurer.....	Joseph Gaskell.....	Minneapolis, Minn.
General Solicitor.....	A. E. Clarke.....	Minneapolis, Minn.
Assistant Counsel.....	W. F. Booth.....	Minneapolis, Minn.
Auditor.....	O. C. Post.....	Minneapolis, Minn.
General Manager.....	W. H. Truesdale.....	Minneapolis, Minn.
Supt. of Telegraph.....	W. F. Fox.....	Minneapolis, Minn.
General Freight Agent.....	W. M. Hopkins.....	Minneapolis, Minn.
Asst. General Freight Agent.....	R. G. Brown.....	Minneapolis, Minn.
General Passenger Agent.....	E. M. Pratt.....	Minneapolis, Minn.
General Ticket Agent.....	E. M. Pratt.....	Minneapolis, Minn.
General Baggage Agent.....	J. D. Marston.....	Chicago, Illinois.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Minneapolis & St. Louis Railway...	Minneapolis, Minn.	Angus, Iowa...	290.00	290.00
Minneapolis & St. Louis Railway...	Hopkins, Minn.	Morton, Minn....	91.70	
Minneapolis & St. Louis Railway...	Lake Park Junction, Minn.	Lake Park, Minn.	1.50	
Minneapolis & St. Louis Railway...	Kalo Junction, Iowa	Kalo, Iowa.....	1.80	
St. Paul & Northern Pacific R. R. Co.	Seventh street, St. Paul, Minn.	Twentieth ave., South Minneapolis and Minneapolis Transfer	12.10	12.10
Total mileage operated.....			367.70	367.70

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
CAPITAL STOCK—				
Common.....	60,000	\$ 100.00	\$ 6,000,000.00	\$ 5,769,700.00
Preferred.....	40,000	\$ 100.00	4,000,000.00	4,000,000.00
Total.....	100,000		\$10,000,000.00	\$ 9,769,700.00

Total number of shares issued, 97,670.



FUNDED DEBT.  
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		When due.	Amount of author- ized issue.	Amount issued.	Amount outstand- ing.	Cash realized on amount issued.	INTEREST.			
	Date of issue.							Rate.	When pay- able.	Amount ac- crued dur- ing year.	Amount paid during year.
MORTGAGE BONDS— S. W. extension— Minneapolis to Merriam Junction. Pacific extension Minneapolis & Duluth Merriam Junction to Albert Lea Iowa extension.	Dec. 1, 1880	Dec. 1, 1880	1, 1910	\$ 636,000.00	\$ 636,000.00	\$ 636,000.00		6 June, 1880	Dec. 1, 1910	\$ 44,320.00	\$ 44,320.00
	Jan. 1, 1881	Jan. 1, 1881	1, 1907	455,000.00	455,000.00	455,000.00		7 Jan., 1881	July 1, 1907	32,850.00	32,850.00
	June 1, 1881	April 1, 1921	1, 1921	6,000,000.00	1,382,000.00	1,382,000.00		1 April, 1881	Oct. 1, 1921	32,450.00	32,450.00
	Jan. 1, 1877	Jan. 1, 1907	1, 1907	280,000.00	280,000.00	280,000.00		2 May, 1877	Nov. 1, 1907	13,600.00	13,600.00
	Feb. 1, 1877	June 1, 1927	1, 1927	1,100,000.00	1,100,000.00	1,100,000.00		7 June, 1877	Dec. 1, 1927	31,400.00	31,400.00
	June 1, 1879	June 1, 1909	1, 1909	1,100,000.00	1,015,000.00	1,015,000.00		7 June, 1879	Dec. 1, 1909	71,650.00	71,650.00
Total.....			\$ 9,571,000.00	\$ 4,808,000.00	\$ 4,715,000.00					\$ 316,440.00	\$ 316,440.00
Income bonds. Improvement and equipment bonds,	Dec. 10, 1880	Jan. 1, 1891	1, 1891	500,000.00	500,000.00	500,000.00		7 Jan., 1880	July 1, 1891	35,000.00	35,000.00
	Oct. 12, 1882	July 1, 1922	1, 1922	4,000,000.00	3,585,000.00	3,585,000.00		16 Jan., 1882	July 1, 1922	220,700.00	220,700.00
Grand total.....			\$ 14,071,000.00	\$ 9,393,000.00	\$ 9,210,000.00					\$ 591,140.00	\$ 591,140.00

\*This information is not in our possession and it is impossible for us to give it even approximately.  
First mortgage, 6 per cent "Real Estate" bonds, amounting to \$100,000.00, issued September 1, 1881, and due September 1, 1901, were paid off and cancelled September 1, 1899.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$8,803,000.00	\$8,713,000.00	\$ 556,140.00	\$ 591,080.00
Income bonds.....	500,000.00	500,000.00	35,000.00	.....
Total.....	\$9,303,000.00	\$9,213,000.00	\$ 591,140.00	\$ 591,080.00

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 491,310.25
Due from agents.....	43,505.22
Net traffic balances due from other companies.....	64,965.61
Due from solvent companies and individuals.....	45,415.30
Other cash assets (excluding "Materials and Supplies,"*).....	321,821.27
Balance—Current liabilities.....	802,500.32
Total.....	\$1,859,537.17

\* Materials and supplies on hand, \$147,938.72.

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Audited vouchers and accounts.....	\$ 113,548.55
Wages and salaries.....	63,471.48
Matured interest coupons unpaid (including coupons due July 1).....	1,619,480.00
Miscellaneous.....	63,057.14
Total.....	\$1,859,537.17

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

AMOUNT.	TOTAL AMOUNT OUTSTANDING.	APPORTIONMENT TO RAILROADS.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$ 9,769,700.00	\$ 9,769,700.00	367.70	\$ 26,540.88
Bonds.....	9,213,000.00	9,213,000.00	368.10	25,028.53
Total.....	\$ 18,982,700.00	\$ 18,982,700.00	369.10	\$ 51,569.41

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED.)  
THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Minneapolis & St. Louis R'y	\$9,769,700.00	\$9,033,000.00	\$1,830,521.17	\$20,633,221.17	367.70	\$ 56,114.28
Grand total.....	\$9,769,700.00	\$9,033,000.00	\$1,830,521.17	\$20,633,221.17	367.70	\$ 56,114.28



## INCOME ACCOUNT.

## FOR ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.....	\$1,692,902.35	
Less operating expenses.....	1,058,764.23	
Income from operation.....		\$ 634,138.12
Miscellaneous income—less expenses.....	\$ 8,566.69	
Income from other sources.....		8,566.69
Total income.....		\$ 642,704.81
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued.....	\$ 591,140.00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	13,780.85	
Taxes.....	58,297.51	
Total deductions from income.....		\$ 663,178.36
Deficit.....		\$ 20,473.55
Deficit from operations of year ending June 30, 1891.....		\$ 20,473.55
Deficit on June 30, 1890.....		\$ 648.43
Deficit on June 30, 1891.....		\$ 19,825.12

## EARNINGS FROM OPERATIONS—STATE OF IOWA.

ITEM.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
PASSENGER:			
Passenger revenue.....	\$ 50,120.85		
Less repayments:			
Tickets redeemed.....		\$ 82.85	
Excess fares refunded.....		87.96	
Other repayments.....		28.74	
Total deductions.....		\$ 209.55	
Total passenger revenue.....			\$ 58,911.30
Mail.....			17,734.24
Express.....			9,010.20
Extra baggage and storage.....			1,116.63
Other items.....			350.64
Total passenger earnings.....			\$ 87,122.01
FREIGHT:			
Freight revenue.....	\$ 247,809.72		
Less repayments:			
Overcharge to shippers.....		2,756.72	
Total deductions.....		\$ 2,756.72	
Total freight revenue.....			245,143.00
Total freight earnings.....			\$ 245,143.00
Total passenger and freight earnings.....			\$ 332,265.01
OTHER EARNINGS FROM OPERATION:			
Switching charges—balance.....			48.00
Rents from tracks, yards and terminals.....			3,150.00
Rents not otherwise provided for.....			15.00
Total other earnings.....			\$ 3,213.00
Total gross earnings from operation—Iowa.....			\$ 335,478.01
Total gross earnings from operation—entire line.....			\$ 1,692,902.35

Iowa proportion of rentals received.

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

DESIGNATION AND SITUATION OF PROPERTY LEASED.	NAME OF COMPANY OWNING PROPERTY LEASED.	ITEM.	TOTAL.
TRACKS:			
1st st. north to 30th av. south, Minneapolis, Minn.....	Northern Pacific.....	\$ 10,936.68	
E. Minneapolis to White Bear, Minn.....	St. Paul & Duluth.....	22,024.23	
Minneapolis to Merriam, June, Minn.....	Chicago, St. Paul, Minn. & Omaha.....	12,963.82	
Forest City to Madison, Iowa.....	Burlington, Cedar Rapids & N.....	3,150.00	
Total.....			\$ 49,074.73
YARDS:			
Lower yard, Minneapolis, Minn.....	Minneapolis R'y Transfer Co.....		43,021.59
*TERMINALS.....			
Grand total rents received.....			92,096.32

\*Terminal service performed at Minneapolis for the St. Paul & Duluth R. R. Co.; compensation based upon amount of freight handled. Proceeds are credited in operating expenses to \$24 each month.

## MISCELLANEOUS INCOME.

ITEM.	GROSS INCOME.	NET MISCELLANEOUS INCOME.
Rent of lands and royalty on coal mined.....		\$ 109.78
Interest on sundry deposits and bank balances.....		1,370.32
Total.....		\$ 1,480.10

## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES—			
Repairs of roadway.....	\$ 61,326.46	\$ 81,959.67	\$ 143,286.13
Repairs of rails.....	19,962.34	26,678.63	46,640.97
Renewals of ties.....	26,331.35	35,618.15	61,949.50
Repairs of bridges and culverts.....	9,745.58	13,024.46	22,770.04
Repairs of fences, road crossings, signs and cattle guards.....	2,409.61	3,220.32	5,629.93
Repairs of buildings.....	8,895.40	11,874.88	20,770.28
Repairs of telegraph.....	611.90	817.80	1,429.70
Total.....	\$ 129,502.64	\$ 173,193.91	\$ 302,786.55
MAINTENANCE OF EQUIPMENT—			
Repairs and renewals of locomotives.....	\$ 18,632.64	\$ 28,055.51	\$ 46,708.15
Repairs and renewals of passenger cars.....	18,392.68		18,392.68
Repairs and renewals of freight cars.....		58,815.14	58,815.14
Shop machinery, tools, etc.....	2,208.62	2,951.71	5,160.33
Total.....	\$ 39,233.94	\$ 89,822.36	\$ 129,056.30



## OPERATING EXPENSES—CONTINUED.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>CONDUCTING TRANSPORTATION—</b>			
Wages of engineers, firemen and round-housemen...	\$ 30,505.02	\$ 52,796.44	\$ 83,301.46
Fuel for locomotives.....	39,258.12	52,466.46	91,724.58
Water supply for locomotives.....	3,433.18	4,588.26	8,021.43
All other supplies for locomotives.....	1,625.42	2,172.30	3,797.72
Wages of other trainmen.....	18,187.40	48,145.05	66,332.45
All other train supplies.....	9,326.54	4,902.50	14,229.04
Wages of switchmen, flagmen and watchmen.....	12,447.75	16,635.78	29,083.53
Expense of telegraph, including train dispatchers and operators.....	9,762.35	13,946.88	23,709.23
Wages of station agents, clerks and laborers.....	33,899.71	45,305.23	79,204.94
Station supplies.....	1,973.50	2,637.49	4,610.99
Loss and damage.....	1,479.38	3,365.93	4,845.31
Injuries to persons.....	637.39	4,294.85	4,932.24
<b>Total.....</b>	<b>\$ 171,538.85</b>	<b>\$ 250,417.77</b>	<b>\$ 421,956.62</b>
<b>GENERAL EXPENSES—</b>			
Salaries of officers.....	\$ 22,924.59	\$ 30,637.53	\$ 53,562.12
Salaries of clerks.....	8,044.32	10,750.81	18,795.13
General office expenses and supplies.....	4,170.92	5,574.21	9,745.13
Agencies, including salaries and rent.....	9,967.89	5,923.32	15,891.21
Advertising.....	3,888.30		3,888.30
Commissions.....	7,484.17	40.01	7,524.18
Insurance.....	2,180.51	2,914.15	5,094.66
Expense of traffic associations.....	502.53	985.74	1,488.27
Rents for tracks, yards and terminals.....	27,721.40	37,648.22	65,369.62
Legal expenses.....	2,906.20	3,883.08	6,789.28
Stationery and printing.....	5,034.31	7,030.91	12,065.22
Other general expenses.....	1,384.04	1,849.70	3,233.74
<b>Total.....</b>	<b>\$ 97,109.18</b>	<b>\$ 107,838.58</b>	<b>\$ 204,947.76</b>
<b>RECAPITULATION OF EXPENSES—</b>			
Maintenance of way and structures.....	\$ 120,592.64	\$ 173,193.91	\$ 293,786.55
Maintenance of equipment.....	39,253.94	89,822.36	129,076.30
Conducting transportation.....	171,538.85	250,417.77	421,956.62
General expenses.....	97,109.18	107,838.58	204,947.76
<b>Grand total.....</b>	<b>\$ 437,494.61</b>	<b>\$ 621,272.62</b>	<b>\$ 1,058,767.23</b>
Percentage of expenses to earnings—entire line.....			62.54
<b>OPERATING EXPENSES—STATE OF IOWA—</b>			
Maintenance of way and structures.....	\$ 30,345.07	\$ 56,859.72	\$ 87,194.79
Maintenance of equipment.....	9,008.04	18,571.52	28,479.56
Conducting transportation.....	30,898.91	57,916.58	88,815.49
General expenses.....	11,852.47	22,216.15	34,068.62
<b>Total.....</b>	<b>\$ 82,994.49</b>	<b>\$ 155,563.97</b>	<b>\$ 238,558.46</b>
Percentage of expenses to earnings—Iowa.....			71.11

## RENTALS PAID.

## RENTS PAID FOR LEASE OF OTHER PROPERTY.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY OWNING PROPERTY LEASED.	ITEM.	TOTAL.
<b>TRACKS—</b>				
Mississippi street, St. Paul.....	20th Ave., South Minneapolis, Minn.....	St. P. & U. P. R'y Co.....	\$.....	\$ 46,772.20
<b>YARDS.....</b>	Fort Dodge, Iowa.....	C. R. I. & P. R'y Co.....		600.00
<b>TERMINALS—</b>				
Freight house, round house, passenger depot and track facilities.....	St. Paul, Minn.....	St. P. & N. P. R. R. Co.....	11,997.42	
Land for temporary yards and freight houses pending certain improvements.....	Minneapolis, Minn.....	Camp & Walker.....	600.00	
<b>Total.....</b>				<b>\$ 42,567.42</b>
<b>Grand total.....</b>				<b>\$ 65,369.62</b>

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

1. United States Express Company--For the use of all passenger trains for transportation of express freight; a guaranteed compensation, based upon a daily minimum tonnage.

2. United States Post-office Department--For the transportation of United States mails on all passenger trains; compensation fixed every four years by post-office department, on basis of weight of mail carried and size of compartments.

3. Pullman Palace Car Company--For the running of sleeping and parlor cars, at 3 cents per car mile; the railway company to take the same care of their cars as of ordinary passenger cars.

4. Empire Line--For the transportation of freight, the railway paying a percentage of earnings toward the expenses of the line.

5. Chicago, Rock Island & Pacific Railway Company--For the interchange of freight and passenger business via Angus and Des Moines, Iowa, and for the running of through trains and cars.

6. None.

7. Western Union Telegraph Company--For the construction and grant use and operation of telegraph line along the line of the railway. The railway is allowed free telegraphing to a certain amount, and in return gives free transportation for telegraph material.

8. None.



## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	Net income after operating expenses and fixed charges are paid.
	FROM—	TO—	Miles.			
First mortgage bonds	Ft. Dodge, Iowa Kalo Junction, Iowa Minneapolis, Minn Hopkins, Minn Lake Park, Minn Minneapolis, Minn Merriam Junction, Minn Albert Lea, Iowa	August, Iowa Kalo, Iowa Merriam Junction, Minn Newton, Minn Lake Park, Minn White Bear, Minn Lake Junction, Minn Albert Lea, Iowa Ft. Dodge, Iowa	51.20 1.80 27 91.70 1.50 12.50 81 101.40	\$ 12,000.00 16,851.85 14,828.32 22,400.00 11,728.40 10,000.86 1,550.80 10,864.84		Certain engines, passenger and freight cars paid for from proceeds of sale of these bonds.

## MINNEAPOLIS &amp; ST. LOUIS RAILWAY COMPANY.

## EMPLOYEES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	5	1,721	\$ 14,974.67	\$ 8.70
General office clerks.....	10	3,286	7,044.37	2.14
Station agents.....	18	5,634	10,800.00	1.92
Other station men.....	6	1,878	2,406.00	1.28
Enginemen.....	10	3,130	11,737.00	3.75
Firemen.....	10	3,130	6,886.00	2.20
Conductors.....	8	2,504	8,138.00	3.25
Other trainmen.....	17	5,321	10,642.00	2.00
Machinists.....	2	626	1,784.10	2.85
Carpenters.....	6	1,878	4,507.20	2.40
Other shopmen.....	15	4,605	6,338.25	1.35
Section foremen.....	27	8,451	14,580.00	1.72
Other trackmen.....	54	16,902	21,127.50	1.25
Switchmen, flagmen and watchmen.....	4	1,252	3,000.00	2.44
Telegraph operators and dispatchers.....	3	930	2,640.00	2.17
All other employees and laborers.....				
Total (including general officers)—Iowa.....	195	61,347	\$ 120,065.59	\$ 2.05
Less general officers.....	5	1,721	14,974.67	.....
Total (excluding general officers)—Iowa.....	190	59,626	\$ 111,090.92	\$ 1.80
DISTRIBUTION OF ABOVE—				
General administration.....	15	5,007	\$ 23,010.04	\$ 4.40
Maintenance of way and structures.....	87	27,351	40,214.70	1.48
Maintenance of equipment.....	17	5,321	8,122.35	1.53
Conducting transportation.....	76	23,788	55,700.50	2.44
Total (including general officers)—Iowa.....	195	61,347	\$ 120,065.59	\$ 2.05
Less general officers.....	5	1,721	14,974.67	.....
Total (excluding general officers)—Iowa.....	190	59,626	\$ 111,090.92	\$ 1.80
Total (including general officers)—entire line.....	932	297,261	\$ 616,367.53	\$ 2.07

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF IOWA.

## PASSENGER TRAFFIC—

Number of passengers carried earning revenue.....	95,380	
Number of passengers carried one mile.....	2,200,807	
Average distance carried, miles.....	23.1	
Total passenger revenue.....	\$	58,911.30
Average amount received from each passenger.....		.61761
Average receipts per passenger per mile.....		.02677
Estimated cost of carrying each passenger one mile.....		.03771
Total passenger earnings.....		87,122.01
Passenger earnings per mile of road.....		616.13.808
Passenger earnings per train mile.....		94.803

## FREIGHT TRAFFIC—

Number of tons carried of freight earning revenue.....	304,923	
Number of tons carried one mile.....	17,044,589	
Average distance haul of one ton.....	55.9	
Total freight revenue.....		245,143.00
Average amount received for each ton of freight.....		.80385
Average receipts per ton per mile.....		.01438
Estimated cost of carrying one ton one mile.....		.00913
Total freight earnings.....		245,143.00
Freight earnings per mile of road.....		1,733.05.458
Freight earnings per train mile.....		142.357



## PASSENGER AND FREIGHT—

Passenger and freight revenue	304,054.30
Passenger and freight revenue per mile of road	2,150.31.329
Passenger and freight earnings	332,365.01
Passenger and freight earnings per mile of road	2,349.82.327
Gross earnings from operation	335,478.01
Gross earnings from operation per mile of road	2,372.54.604
Expenses	238,558.46
Expenses per mile of road	1,687.11.789

## TRAIN MILEAGE—

Miles run by passenger trains	91,808
Miles run by freight trains	172,927
Total mileage trains earning revenue	264,135
Miles run by construction and other trains	3,661
Grand total train mileage	267,796
Mileage of loaded freight cars—north or east	1,113,111
Mileage of loaded freight cars, south or west	912,072
Mileage of empty freight cars, north or east	264,394
Mileage of empty freight cars—south or west	577,934
Average number of freight cars in train	16.6
Average number of loaded cars in train	11.7
Average number of empty cars in train	4.9
Average number of tons of freight in train	140
Average number of tons of freight in each loaded car	12

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue	498,743
Number of passengers carried one mile	15,871,446
Average distance carried, miles	31.8
Total passenger revenue	\$ 343,141.00
Average amount received from each passenger	.68.801
Average receipts per passenger per mile	.02.162
Estimated cost of carrying each passenger one mile	.02.756
Total passenger earnings	416,373.00
Passenger earnings per mile of road	1,132.37.150
Passenger earnings per train-mile	.95.126

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue	956,044
Number of tons carried one mile	83,549,459
Average distance haul of one ton	87.4
Total freight revenue	1,175,125.26
Average amount received for each ton of freight	1.22.915
Average receipts per ton per mile	.01.466
Estimated cost of carrying one ton one mile	.00.743
Total freight earnings	1,175,125.26
Freight earnings per mile of road	3,195.88.050
Freight earnings per train mile	2.00.935

## PASSENGER AND FREIGHT:

Passenger and freight revenue	\$ 1,518,266.26
Passenger and freight revenue per mile of road	4,129.08.964
Passenger and freight earnings	1,591,408.26
Passenger and freight earnings per mile of road	4,328.25.260
Gross earnings from operation	1,692,902.35
Gross earnings from operation per mile of road	4,604.03.141
Expenses	1,038,764.23
Expenses per mile of road	2,879.42.407

## TRAIN MILEAGE:

Miles run by passenger trains	437,709
Miles run by freight trains	584,828
Miles run by mixed trains	

Total mileage trains earning revenue	1,022,537
Miles run by switching trains	
Miles run by construction and other trains	11,201

Grand total train mileage	1,033,738
Mileage of loaded freight cars—north or east	4,082,113
Mileage of loaded freight cars—south or west	3,743,437
Mileage of empty freight cars—north or east	673,005
Mileage of empty freight cars—south or west	1,673,476
Average number of freight cars in train	18.4
Average number of loaded cars in train	14.4
Average number of empty cars in train	4
Average number of tons of freight in train	119.8
Average number of tons of freight in each loaded car	8.3

## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF AGRICULTURE--				
Grain .....	36,838	38,839	75,677	24.82
Flour .....	3,412	2,340	5,752	1.88
Other mill products .....	844	407	751	0.25
Hay .....	27,222	568	27,790	9.13
Fruit and vegetables .....	940	1,007	1,947	0.64
PRODUCTS OF ANIMALS--				
Live stock .....	8,510	317	8,827	2.89
Dressed Meats .....	2,073		2,073	0.68
Other packing-house products .....	143	61	204	0.07
Hides and leather .....	241	267	508	0.17
PRODUCTS OF MINES--				
Anthracite coal .....		2,027	2,027	0.66
Bituminous coal .....	44,394	1,530	46,364	15.21
Stone, sand, and other like articles .....	757	578	1,335	0.44
PRODUCTS OF FOREST--				
Lumber .....	5,360	15,414	73,774	24.19
MANUFACTURES--				
Petroleum and other oils .....	272	590	862	0.28
Iron and steel rails .....	1,540		1,540	0.51
Other castings and machinery .....	488	306	794	0.26
Cement, brick and lime .....	37,488	2,314	39,802	13.05
Agricultural implements .....	130	309	439	0.14
Wagons, carriages, tools, etc .....	60	77	137	0.04
Wines, liquors, and beers .....	24	415	439	0.14
Household goods and furniture .....	613	235	848	0.28
MERCHANDISE .....	6,496	2,539	9,035	2.96
MISCELLANEOUS--				
Other commodities not mentioned above .....	1,005	2,933	3,938	1.31
Total tonnage, Iowa .....	231,850	73,073	304,923	100.00
Total tonnage--entire line .....	608,088	347,956	956,044	

\*Cars in company's service, coal, 21; box, 12; Painter's A, 1; boarding, 3; pay, 1; total, 38.



## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES:						
Passenger.....		18	18	Westinghouse...		
Freight.....		38	7	Westinghouse...		
Switching.....		11				
Total locomotives.....		67	25			
CARS IN PASSENGER SERVICE—						
First-class passenger cars.....		18	18	Westinghouse...	18	Miller.....
Combination passenger cars.....		7	7	Westinghouse...	7	Miller.....
Baggage, express, and postal cars.....		6	6	Westinghouse...	6	Miller.....
Total.....	2	31	31		31	
CARS IN FREIGHT SERVICE:						
Box cars.....		1,195				
Flat cars.....		244				
Stock cars.....		56				
Coal cars.....		402				
Total.....		1,897				
CARS IN COMPANY'S SERVICE—						
Derrick cars.....		1				
Caboose cars.....		37				
Other road cars.....		38				
Ditcher.....		1				
Snow plow.....		1				
Steam shovel.....		1				
Pile driver.....		1				
Total.....		80				
CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE.						
		50				
Total cars owned.....		2,038				
Grand total cars.....	2	2,058	31			

MINNEAPOLIS & ST. LOUIS RAILWAY.  
W. H. TRUESDALE, RECEIVER,  
OFFICE OF THE AUDITOR,  
MINNEAPOLIS, MINN., October 28, 1891.

MR. W. W. AINSWORTH,  
SEC'Y BOARD RAILROAD COMMISSIONERS,  
DES MOINES, IOWA.

DEAR SIR: Replying to yours of the 26th inst., referring to certain statistics given on page ..... of our annual report for the year ending June 30, 1891, I beg to advise that the mileage, as given, that is, 153.84 is correct, and the memorandum on page ..... showing Iowa mileage, 141.4 is incorrect; should be 140 miles, even. Our main line in Iowa is from Angus to a point one-half mile east of Norman, a distance of 138.2 miles; add to this 1.8 miles for the Kalo branch, gives a total of 140 miles, main line. To this add 13.84 miles for yards and siding and it gives us a total of 153.84 miles.

The discrepancy between the figures here given for the main line and those given in previous reports, including Receiver Truesdale's letter of March 4, 1891, is occasioned by an erroneous calculation of the distance from Norman station to the Minnesota State line. The matter was gone over very carefully by our engineer recently, and I believe the mileage, as I now give it to you is correct.

Yours truly,

O. C. POST, Auditor.

MILEAGE.  
MILEAGE OF ROAD OPERATED IN IOWA.

LINE IN USE.	LINES REPRESENTED BY CAPITAL STOCK.		Line of property company and spurs.	Line operated under lease.	Line operated under contract, etc.	Line operated under track-structure rights.	Total mileage.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track.....	290.60	95.00					297.70		45.00	322.70
Miles of second track.....	2.00	7.45					13.50		61.55	13.50
Miles of yard track and sidings.....	54.35						66.20	1.70		4.65
Total mileage operated (all tracks).....	347.55	102.45					447.40	1.70	106.55	340.85

MILEAGE OF LINE BY STATES AND TERRITORIES.  
I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	LINES REPRESENTED BY CAPITAL STOCK.		Line of property company and spurs.	Line operated under lease.	Line operated under contract, etc.	Line operated under track-structure rights.	Total mileage.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Minnesota.....	165.51	100.05					265.56		52.11	213.45
Iowa.....	182.04	1.80					183.84	27.40	54.44	96.40
Total mileage operated (single track).....	347.55	102.45					449.40	27.40	106.55	340.85
Minnesota, as above.....	165.51	100.05					265.56		52.11	213.45
Minnesota, as above, { East Minneapolis to White Bear, {	12.50						12.50			12.50
Iowa, as above, { Minn., leased to St. P. & D. R. Co. {	182.04	1.80					183.84		54.44	96.40
Total mileage owned (single track).....	347.55	102.45					449.40		106.55	325.95



## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.			
KIND.	Tons.	Weight per yard, lbs.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.	
None.....				White oak.....	1,620	\$ .47	
				Mixed.....	32,758	.30	
				Cedar.....	42,241	.385	
				Cull.....	2,504	.10	
Total.....				Total.....	79,123	\$ .28.9	

## CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal—bituminous.	Cords of wood soft.	Total fuel consumed—tons.	Miles run.	Average lbs. consumed per mile.
Passenger.....	2,400	110	2,455	98,468	40.86
Freight.....	8,311	304	5,464	237,352	71.31
Switching.....	1,035	32	1,051	43,020	48.86
Construction.....	193	6	199	5,500	71.27
Total.....	11,939	452	12,105	384,340	63.30
Average cost at distributing point.....	\$ 2.05	\$ 1.88			

## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		3						3
Total.....		3						3

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....			1			1	1	1
Total.....			1			1	1	1

## CHARACTERISTICS OF ROAD.

ITEM.	ALIGNMENT.				PROFILE.			
	Miles.		Miles.		ASCENDING GRADES, DESCENDING GRADES.		ASCENDING GRADES, DESCENDING GRADES.	
	Number of curves.	Aggregate length of curved lines—feet.	Length of straight line—feet.	Length of level line—feet.	Number.	Sum of ascents—feet.	Number.	Sum of descents—feet.
Wooden.....	1	164						
Combination.....	6	558						
Total.....	7	722						
Trestles.....	103	10,340						
Gauge of track—Four feet, eight and one-half inches; 141.93 miles.								
Miles of line, 141.46. Owned and operated by Western Union Telegraph Company.								

Cannot give this information. Figures given in former reports were incorrect.

## BRIDGES, TRESTLES, TUNNELS, ETC.

## TELEGRAPH.



## CAR MILEAGE.

State below all individuals, co-operative fast freight lines and stock companies to which the company making this report pays mileage for the use of cars.

American Refrigerator Transit Co.  
Arms Palace Horse Car Co.  
Armour Refrigerator Line.  
Blue Line.  
Burton Stock Car Co.  
Canadian Pacific Dispatch.  
Chicago Refrigerator Car Line.  
Canada Cattle Car Co.  
Cupples Wooden Ware Co.  
Cleveland Refining Co.  
Erie Dispatch.  
Empire Line.  
Fall Brook Coal Co.  
Hicks Stock Car Co.

Live Poultry Transportation Co.  
Merchants Dispatch.  
National Dispatch.  
National Oil Co.  
Pullman Palace Car Co.  
Pittsburg & Toledo Dispatch.  
Red Line Transit Co.  
Rend, W. P.  
St. Louis Refrigerator Car Co.  
Street's Stable Car Co.  
Union Line.  
Union Tank Line.  
White Line.  
Waverly Oil Co.

STATE OF MINNESOTA, } ss.  
COUNTY OF HENNEPIN. }

We, the undersigned, W. H. Truesdale, Receiver, and O. C. Post, Auditor, of the Minneapolis & St. Louis Railway on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all of the financial operations of said company during the period for which said return is made.

W. H. TRUESDALE, *President and Receiver.*  
O. C. POST, *Auditor.*

Subscribed and sworn to before me this 5th day of October, 1891.

[SEAL]

A. E. CARVER,  
*Notary Public, Hennepin County, Minn.*

## ANNUAL REPORT

OF THE

OMAHA & ST. LOUIS RAILWAY COMPANY,

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
Page 7. Give the names of your attorneys in Iowa.  
Superintendents for Iowa.  
None.  
Division superintendents for Iowa.  
None.  
Page 11. Total mileage operated in Iowa.  
Page 13. Total mileage in Iowa.  
Page 17. 1—Amount of stock issued for dividends on earnings.  
2—Amount of stock per mile of road.  
3—Amount of stock representing road in Iowa.  
4—Amount of stock held in Iowa.  
Page 19. Amount of funded debt representing road in Iowa.  
Page 27. Grand total for Iowa.  
Page 33. Taxes paid in Iowa.  
Page 45. 1—Operating expenses per mile of road.  
2—Operating expenses per train mile.  
3—Proportion of operating expenses and taxes for Iowa.  
4—Percentage of expenses to earnings.  
87.75.  
5—Net earnings per train mile.  
6—Percentage of earnings to stock and debt.  
7—Percentage of earnings to cost of road and equipment.  
8—Surplus at the commencement of the year.  
9—Surplus at the close of the year.  
10—Amount of its own stock owned by the company.



## Page 46. Fencing in Iowa.

- 1—How many miles of new fencing on your road in Iowa?
- 2—How many miles of unfenced road in Iowa?
- 3—What is the average cost per mile of fencing?
- 4—What is the total cost of the same?
- 5—How many miles of new fencing built during the year?

## Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

- 2—Average number of tons in cars when in less than car lots.
- 3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.
- 4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.
  - a—Total receipts for freight forwarded to points outside the State.
  - b—Total receipts for freight received from points outside the State.
  - c—Total receipts for freight forwarded to points within the State.
  - d—Total receipts for freight received from points within the State.
  - e—Total receipts from passengers destined to points outside the State.
  - f—Total receipts from passengers from points outside the State.
  - g—Total receipts from passengers destined to points within the State.
  - h—Total receipts from passengers from points within the State.

- 5—Total amount received for local freight.
- 6—Total amount received for through freight.
- 7—Number of tons of local freight carried.
- 8—Total amount received from freight originating in Iowa and passing outside the State.
- 9—Total amount received from freight originating outside the State and destined to points in Iowa.
- 10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?
- 11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?
- 12—What per cent does the local freight business of Iowa bear to business originating outside the State and destined to points within the State?
- 13—What per cent does local freight business bear to freight moved across the State, from points outside to points outside the State?
- 14—What per cent of freight received at each station on your road is local and what per cent interstate?
- 15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
- 16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
- 17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?
- 18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?
- 19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

## Page 64. Tonnage crossing Mississippi River bridge at ..... for the year ending June 30, 1891:

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

## Tonnage crossing Missouri River bridge at ..... for the year ending June 30, 1891:

East bound, number tons.....

West bound, number tons.....

Total tons.....

## Page 69. Under heading "State or Territory" insert Iowa.

## Page 77. Under "Overhead Highway Crossings," insert Overhead Farm Crossings. Under "Conduits," insert Farm Crossings. "Under."

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from congressional grants.
- 2—State the number of acres yet to inure to your company from congressional grants.
- 3—State the average price at which these lands have been sold or contracted by the company.
- 4—State the number of acres sold.
- 5—State the amount received from sales.
- 6—State the amount unpaid on outstanding contracts.
- 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.
- 8—State the amount expended in sale and management of lands.
- 9—State the amount of taxes paid on lands.
- 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.
- 11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.
- Page 80. What provision, if any, has been made by this road for the payment of its funded debt?
- 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.
- 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.
- 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

## HISTORY.

Name of common carrier making this report:

Omaha & St. Louis Railway Company.

Date of reorganization:

May 18, 1887.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:

State of Missouri.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:

Formerly Omaha Division of the St. Louis, Kansas City & Northern Railroad, a Missouri corporation. In November, 1879, this company was consolidated with the Wabash Railway, becoming the Wabash, St. Louis & Pacific Railway Company, a corporation existing under laws of Missouri, Illinois, Indiana and Ohio.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John H. Beach.....	New York City.....	.....
Henry W. Eaton.....	New York City.....	.....
James H. Smith.....	New York City.....	.....
Edward W. Sheldon.....	New York City.....	.....
Geo. Warren Smith.....	New York City.....	.....
Chas. G. Thompson.....	New York City.....	.....
W. H. M. Pusey.....	Council Bluffs, Iowa.....	.....







## FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
First mortgage—50-yr. gold bonds.	1887	Jan. 1, 1937	\$ 2,717,000.00	\$ 2,717,000.00	\$ 2,717,000.00	\$ 38,250.00	4	Jan., July, Dec.	\$ 108,680.00	\$ 54,930.00
Second mortgage bonds @ 7 1/2%.	1890	May 1, 1946	680,000.00	51,000.00	51,000.00		5	June, Dec.	2,450.00	1,575.00
Grand total			\$ 3,397,000.00	\$ 2,768,000.00	\$ 2,768,000.00	\$ 38,250.00			\$ 111,530.00	\$ 56,405.00

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$ 2,768,000.00	\$ 2,768,000.00	\$ 111,290.00	\$ 56,405.00
Total	\$ 2,768,000.00	\$ 2,768,000.00	\$ 111,290.00	\$ 56,405.00

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$ 4,531,500.00	\$ 4,531,500.00		145	\$31,265.52
Bonds	2,768,000.00	2,768,000.00		145	19,089.66
Total	\$ 7,301,500.00	\$ 7,301,500.00		145	\$50,355.18

## B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Omaha St. Louis Railway Co.	\$ 4,531,500.00	\$ 2,768,000.00	\$ 175,902.54	\$ 7,477,402.54	145	\$ 51,568.29
Total	\$ 4,531,500.00	\$ 2,768,000.00	\$ 175,902.54	\$ 7,477,402.54	145	\$ 51,568.29

## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEMS	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
PASSENGER—			
Passenger revenue	\$ 52,803.66		
Less repayments:			
Tickets redeemed		51	
Excess fares refunded		223.07	
Total deductions		\$ 223.08	
Total passenger revenue			\$ 52,580.58
Mail	\$ 8,241.72		
Express	4,187.06		
Extra baggage and storage	288.13		
Other items, Union News	194.07		
Total passenger earnings			\$ 65,402.40
FREIGHT—			
Freight revenue	\$ 182,776.30		
Less repayments:			
Overcharge to shippers		\$ 5,163.16	
Other repayments		308.09	
Total deductions		\$ 5,471.25	
Total freight revenue			\$ 177,305.14
Total passenger and freight earnings			\$ 177,305.14
Total gross earnings from operation—Iowa			\$ 242,807.63
Total gross earnings from operation—entire line			\$ 325,587.28



## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
<b>CONSTRUCTION</b> .....		\$ 7,390,922.01	\$	
Bridges and trestles.....	26,709.76			
Ties.....	27,888.72			
Total construction.....	\$ 54,598.48	\$	\$	
<b>EQUIPMENT</b> —				
Passenger cars sold and burned.....	\$ 8,547.76	\$	\$	
Freight cars sold and destroyed.....	4,077.58			
	\$ 12,625.34	\$		
Grand total cost construction, etc.....	\$ 41,973.14	\$ 7,390,922.01	\$ 7,432,895.15	\$ 51,291.35
Total cost construction, etc., State of Iowa.....	\$	\$	\$	

## INCOME ACCOUNT.

Gross earnings from operation.....	\$ 525,587.28
Less operating expenses.....	461,173.29
Income from operation.....	\$ 64,413.99
Total income.....	\$ 64,413.99
<b>DEDUCTIONS FROM INCOME</b> —	
Interest on funded debt accrued.....	111,230.00
Taxes.....	16,518.62
Other deductions.....	2,109.64
Total deductions from income.....	\$ 129,858.26
Deficit.....	\$ 65,444.27
Deficit from operations of year ending June 30, 1891.....	65,444.27
Surplus on June 30, 1890.....	60,155.45
Deficit on June 30, 1891.....	\$ 5,288.82

## OPERATING EXPENSES.

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>			
Repairs of roadway.....	\$ 9,270.84	\$ 33,849.35	\$ 43,120.19
Renewals of ties.....	11.61	42.39	54.00
Repairs of bridges and culverts.....	1,220.98	4,458.01	5,678.99
Repairs of fences, road-crossings, signs, and cattle guards.....	408.85	1,402.79	1,901.64
Repairs of buildings.....	644.97	2,354.87	2,999.84
Repairs of telegraph.....	108.00	394.32	502.32
Other expenses.....	29.52	107.83	137.35
Total.....	\$ 11,694.77	\$ 42,699.56	\$ 54,394.33
<b>MAINTENANCE OF EQUIPMENT:</b>			
Repairs and renewals of locomotives.....	\$ 9,342.25	\$ 37,259.78	\$ 46,602.03
Repairs and renewals of passenger cars.....	1,308.19		1,308.19
Repairs and renewals of freight cars.....		27,018.01	27,018.01
Shop machinery, tools, etc.....	342.34	1,249.95	1,592.29
Other expenses.....	10.64	38.86	49.50
Total.....	\$ 11,004.42	\$ 65,566.60	\$ 76,571.02

## OPERATING EXPENSES—CONTINUED.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>CONDUCTING TRANSPORTATION:</b>			
Wages of engineers, firemen and round-housemen.....	\$ 7,330.96	\$ 38,261.17	\$ 45,592.13
Fuel for locomotives.....	8,780.15	60,967.60	69,747.75
Water-supply for locomotives.....	1,229.04	4,490.72	5,719.76
All other supplies for locomotives.....	314.62	2,585.96	2,900.58
Wages of other trainmen.....	4,658.52	36,160.25	40,818.77
All other train supplies.....	1,574.67	3,841.79	5,416.46
Wages of switchmen, flagmen and watchmen.....	1,886.46	6,887.79	8,774.25
Expense of telegraph, including train dispatchers and operators.....	1,644.43	6,004.08	7,648.51
Wages of station agents, clerks, and laborers.....	5,801.79	21,183.26	26,985.05
Station supplies.....	583.14	2,129.16	2,712.30
Switching charges—balance.....	155.89	509.16	665.05
Car mileage—balance.....	3,629.56	27,023.29	31,352.85
Loss and damage.....	1,048.49	8,784.35	9,832.84
Injuries to persons.....	576.01	6,628.08	7,204.09
Other expenses.....	1,278.56	4,668.24	5,946.80
Total.....	\$ 40,872.99	\$ 227,884.86	\$ 268,757.85
<b>GENERAL EXPENSES:</b>			
Salaries of officers.....	\$ 1,806.00	\$ 6,394.00	\$ 8,400.00
Salaries of clerks.....	2,177.69	7,951.12	10,128.81
General office expenses and supplies.....	625.97	1,020.28	1,646.25
Agencies, including salaries and rent.....	124.80	455.67	580.47
Advertising.....	14.51	52.99	67.50
Commissions.....	950.30	3,469.92	4,420.22
Insurance.....	951.74	3,274.96	4,226.70
Rents for tracks, yards and terminals.....	5,632.74	6,307.94	11,940.68
Rents not otherwise provided for.....	967.59	1,341.06	2,308.65
Legal expenses.....	2,088.31	7,624.77	9,713.08
Stationery and printing.....	775.23	2,830.49	3,605.72
Other general expenses.....	605.61	3,306.53	3,912.14
Total.....	\$ 16,320.26	\$ 45,139.83	\$ 61,460.09
<b>RECAPITULATION OF EXPENSES:</b>			
Maintenance of way and structures.....	\$ 11,694.77	\$ 42,699.56	\$ 54,394.33
Maintenance of equipment.....	11,004.42	65,566.60	76,571.02
Conducting transportation.....	40,872.99	227,884.86	268,757.85
General expenses.....	16,320.26	45,139.83	61,460.09
Grand total.....	\$ 79,892.44	\$ 381,280.85	\$ 461,173.29
Percentage of expenses to earnings—entire line.....			87.75
<b>OPERATING EXPENSES—STATE OF IOWA—</b>			
Maintenance of way and structures.....	\$ 5,402.76	\$ 19,739.14	\$ 25,141.90
Maintenance of equipment.....	5,084.90	30,296.29	35,381.19
Conducting transportation.....	18,886.14	105,298.52	124,184.66
General expenses.....	7,541.69	20,865.09	28,396.78
Total.....	\$ 26,915.49	\$ 176,178.04	\$ 203,093.53
Percentage of expenses to earnings—Iowa.....			57.75



## RENTS PAID FOR LEASE OF OTHER PROPERTY.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY OWNING PROPERTY LEASED.	ITEM.	TOTAL.
TRACKS—				
Main line.....	Council Bluffs, Iowa.....	C. M. & St. P. R'y.....	\$ 1,200.00	
Stock Yards Track.....	Council Bluffs, Iowa.....	C. B. & Q. R. R.....	188.40	
Total.....				\$ 1,388.40
TERMINALS—				
Freight transfer.....	Council Bluffs, Iowa.....	U. P. R'y Co.....	\$ 6,000.00	
Union passenger depot.....	Council Bluffs, Iowa.....	U. P. R'y Co.....	4,400.00	
Union depot.....	Pattonsburg, Mo.....	Wabash R. R.....	152.28	
Total.....				\$ 10,552.28
Total rents.....			\$.....	\$ 11,940.68

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 7,300,922.01	\$ 7,432,895.15	\$ 41,073.14	\$.....
Cost of equipment.....				
OTHER ASSETS—				
Materials and supplies.....	\$ 50,613.62	\$ 39,431.07	\$.....	\$ 20,182.55
Profit and loss.....		5,288.82	5,288.82	
Grand total.....	\$ 7,450,535.63	\$ 7,477,615.04	\$ 47,261.96	\$ 20,182.55

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 4,533,500.00	\$ 4,533,500.00	\$.....	\$.....
Funded debt.....	2,751,000.00	2,768,000.00	17,000.00	
Current liabilities.....	105,738.51	175,902.54	70,164.03	
Accrued interest on funded debt not yet payable.....	141.67	212.50	70.83	
Profit and loss.....	60,155.45			60,155.45
Grand total.....	\$ 7,450,535.63	\$ 7,477,615.04	\$ 87,234.80	\$ 60,155.45

## IMPORTANT CHANGES DURING THE YEAR—STATE OF IOWA.

Sold seventeen \$1,000 second mortgage bonds at 25 per cent discount; amount realized from sale, \$12,750.

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## EXPRESS COMPANIES.

Pacific Express Company pay 1½ first class freight rates on all business handled by them. Do all kinds of business usually done in car on passenger trains.

## MAILS.

United States government pay \$4,480.41 per quarter; use one mail car each way daily.

## SLEEPING, PARLOR OR DINING CAR COMPANIES.

Pullman Palace Car Company run sleeping cars. They have all the revenue and keep cars in repair. Railroad company pay any damage done cars, and three cents per mile for use of cars; also supply oil and fuel.

## FREIGHT OR TRANSPORTATION COMPANIES OF LINES.

Have through billing arrangements with various railroads, dividing revenue on mileage basis.

## TELEGRAPH COMPANIES.

Western Union Telegraph Company own telegraph line. Railroad company furnish operators and keep line in repair. Railroad business free.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	FROM—	TO—	MILES.		
First mortgage—4 per cent 50-year gold bonds.....	Council Bluffs, Iowa.	Pattonsburg, Mo.	145	\$ 18,968.62	All ..
Second mortgage—5 per cent 50-year gold bonds.....	Council Bluffs, Iowa.	Pattonsburg, Mo....	145	351.72	All ..
Total.....			145	\$ 19,310.34	

## EMPLOYEES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1,386	431.04	\$ 3,880.80	\$ 8.93
General office clerks.....	4,620	1,439.80	3,620.68	2.50
Superintendent office clerks.....	1,386	379.04	1,038.83	2.78
Commercial agent.....	462	50.60	242.55	4.77
Station agents.....	12,012	4,449.12	7,380.45	1.65
Other station men.....	6,468	2,417.76	3,338.76	1.37
Enginemen.....	18,800		11,344.98	
Firemen.....	18,018		6,525.68	
Conductors.....	11,089		7,145.77	
Other trainmen.....	31,878		10,048.26	
Machinists.....	8,778	2,521.72	6,584.98	2.60
Carpenters.....	1,386	461.84	1,000.01	2.28
Other shopmen.....	26,334	7,581.72	11,933.72	1.57
Section foremen.....	11,088	3,450.02	6,181.56	1.78
Other trackmen.....	42,966	12,734.64	14,508.47	1.12
Switchmen, flagmen, and watchmen.....	6,006	1,786.64	4,318.78	2.41
Telegraph operators and dispatchers.....	4,620	1,711.20	3,123.27	1.82
All other employees and laborers.....	31,878	7,507.04	17,271.64	2.29
Total (including general officers)—Iowa.....	234,234	46,494.04	\$ 119,305.18	\$1.63
Less general officers.....	1,386	431.04	3,880.80	8.93
Total (excluding general officers)—Iowa.....	232,848	46,494.04	\$ 115,517.30	\$1.58
DISTRIBUTION OF ABOVE—				
General administration.....	7,854	2,301.38	\$ 8,802.86	\$3.57
Maintenance of way and structures.....	75,768		27,674.46	1.17
Maintenance of equipment.....	36,498		20,730.93	1.82
Conducting transportation.....	114,114		52,135.94	1.74
Total (including general officers)—Iowa.....	234,234	46,925.98	\$ 119,308.19	\$1.63
Less general officers.....	1,386	431.04	3,880.80	8.93
Total (excluding general officers)—Iowa.....	232,848	46,494.04	\$ 115,517.30	\$1.58
Total (including general officers)—entire line.....	507,000		\$ 254,437.65	\$1.63



## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
<b>PRODUCTS OF AGRICULTURE—</b>				
Grain.....	22,987	37,508	60,495	13.69
Flour.....	58	535	593	.13
Hay.....	123	768	891	.20
Fruit and vegetables.....	1,661	4,150	5,811	1.18
<b>PRODUCTS OF ANIMALS—</b>				
Live stock.....	14,953	7,416	22,369	5.06
Dressed meats.....		12,605	12,605	2.87
Poultry, game and fish.....	95	10	105	.02
<b>PRODUCTS OF MINES—</b>				
Anthracite coal.....		9,270	9,270	2.10
Bituminous coal.....		258,807	258,807	58.67
Ores.....		5,744	5,744	1.30
Stone, sand, and other articles.....	282	921	1,203	.27
<b>PRODUCTS OF FOREST—</b>				
Lumber and wood.....	135	30,145	30,280	6.85
<b>MANUFACTURES—</b>				
Petroleum and other oils.....		1,364	1,364	.30
Sugar.....		1,909	1,909	.43
Casting and machinery.....		7,469	7,469	1.70
Cement, brick and lime.....	219	2,554	2,773	.63
Agricultural implements.....	10	2,348	2,358	.53
Wagons, carriages, tools, etc.....		745	745	.17
Wines, liquors and beers.....		2,337	2,337	.53
Salt.....		5,422	5,422	1.23
Merchandise.....	5,985	23,838	29,823	6.75
Total tonnage—Iowa.....	45,868	395,945	441,813	100
Total tonnage—entire line.....	89,920	411,648	501,568	100

## PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF IOWA.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue.....	57,058
Number of passengers carried one mile.....	2,189,050
Average distance carried—miles.....	38.36
Total passenger revenue.....	\$ 52,580.58
Average amount received from each passenger.....	.92.00
Average receipts per passenger per mile.....	.02.402
Estimated cost of carrying each passenger one mile.....	.01.810
Total passenger earnings.....	65,402.49
Passenger earnings per mile of road.....	977.50
Passenger earnings per train-mile.....	1.33.54

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue.....	231,759
Number of tons carried one mile.....	25,475,411
Average distance haul of one ton—miles.....	51
Total freight revenue.....	\$ 177,365.14
Average amount received for each ton of freight.....	.76.422
Average receipts per ton per mile.....	.008
Estimated cost of carrying one ton one mile.....	.604
Total freight earnings.....	177,365.14
Freight earnings per mile of road.....	2,647.23.986
Freight earnings per train-mile.....	99.203

## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	\$ 229,945.72
Passenger and freight revenue per mile of road.....	3,432.02.448
Passenger and freight earnings.....	242,837.63
Passenger and freight earnings per mile of road.....	3,624.73.986
Gross earnings from operation.....	242,837.63
Gross earnings from operation per mile of road.....	3,624.73.986
Expenses.....	213,003.83
Expenses per mile of road.....	3,180.80

## TRAIN MILEAGE:

Miles run by passenger trains.....	49,041
Miles run by freight trains.....	178,789
Miles run by mixed trains.....	

Total mileage trains earning revenue..... 227,830

Miles run by switching trains.....	48,801
Miles run by construction and other trains.....	4,521

Grand total train mileage..... 281,152

Mileage of loaded freight cars—north or east.....	502,537
Mileage of loaded freight cars—south or west.....	1,383,946
Mileage of empty freight cars—north or east.....	990,862
Mileage of empty freight cars—south or west.....	107,061
Average number of freight cars in train.....	22
Average number of loaded cars in train.....	14
Average number of empty cars in train.....	8
Average number of tons of freight in train.....	99
Average number of tons of freight in each loaded car.....	7

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ENTIRE ILLINOIS CENTRAL SYSTEM 2,875.18 MILES.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue.....	165,500
Number of passengers carried one mile.....	4,414,721
Average distance carried.....	41.81
Total passenger revenue.....	\$ 115,703.80
Average amount received from each passenger.....	.10.776
Average receipts per passenger per mile.....	.02.588
Estimated cost of carrying each passenger one mile.....	.01.810
Total passenger earnings.....	141,737.50
Passenger earnings per mile of road.....	977.50
Passenger earnings per train mile.....	1.33.54

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue.....	501,568
Number of tons carried one mile.....	54,915,932
Average distance haul of one ton, miles.....	109.49
Total freight revenue.....	383,849.78
Average amount received for each ton of freight.....	.76.422
Average receipts per ton per mile.....	.008
Estimated cost of carrying one ton one mile.....	.604
Total freight earnings.....	383,849.78
Freight earnings per mile of road.....	2,647.23.986
Freight earnings per train mile.....	99.203

## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	497,643.58
Passenger and freight revenue per mile of road.....	3,432.02.448
Passenger and freight earnings.....	525,587.38
Passenger and freight earnings per mile of road.....	3,624.73.986
Gross earnings from operation.....	525,587.38
Gross earnings from operation per mile of road.....	3,624.73.986
Expenses.....	461,173.29
Expenses per mile of road.....	3,180.80



## TRAIN MILEAGE:

Miles run by passenger trains.....	106,133
Miles run by freight trains.....	386,932
Total mileage trains earning revenue.....	493,065
Miles run by switching trains.....	105,615
Miles run by construction and other trains.....	9,786
Grand total train mileage.....	608,466
Mileage of loaded freight cars—north or east.....	1,087,581
Mileage of loaded freight cars—south or west.....	2,905,106
Mileage of empty freight cars—north or east.....	2,157,387
Mileage of empty freight cars—south or west.....	231,699
Average number of freight cars in train.....	21.875
Average number of loaded cars in train.....	13.625
Average number of empty cars in train.....	8.250
Average number of tons of freight in train.....	99,399
Average number of tons of freight in each loaded car.....	7.295

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES—						
Passenger.....		3	3	Westinghouse & American		
Freight.....		11	11	American		
Switching.....		2				
Total locomotives.....		16	14			
CARS IN PASSENGER SERVICE—						
First-class passenger cars.....		3	3	Westinghouse		
Combination passenger cars.....		2	2	Westinghouse		
Baggage, express and postal cars.....		4	4	Westinghouse		
Total.....		9	9			
CARS IN FREIGHT SERVICE—						
Box cars.....		375		Hand brakes		
Stock cars.....		88		Hand brakes		
Coal cars.....		108		Hand brakes		
Total.....		571				
CARS IN COMPANY'S SERVICE—						
Caboose cars.....		11		Hand brakes		
Other road cars.....		2		Hand brakes		
Total cars owned.....		13	9			
Grand total cars.....		593	9			

## MILEAGE.

## A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	Line represented by capital stock—main line.	Line operated under track-age rights.	Total mileage operated.	New line constructed during year.	RAILS.	
					Iron.	Steel.
Miles of single track.....	145.00		145.00		22.70	145.00
Miles of yard track and sidings.....			22.70			
Total mileage operated (all tracks).....	145.00		167.70		22.70	145.00

## B. MILEAGE OF LINE BY STATES AND TERRITORIES.

## I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	Line represented by capital stock—main line.	Total mileage, excluding trackage rights.	Line operated under track-age rights.	RAILS.	
				Iron.	Steel.
Missouri.....	78.00	78.00			78.00
Iowa.....	67.00	67.00			67.00
Total mileage operated (single track).....	145.00	145.00			145.00

## II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Same as above.

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
None.....				Oak.....	28,488	.48
Total.....				Total.....	28,488	.48

## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		3		1				4
Falling from trains and engines.....		4						4
Deraillments.....	4	1					4	1
Other train accidents.....		2						2
Other causes.....					1		1	
Total.....	4	10		1		1	4	12

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			TRESPASSERS.		NOT TRESPASSERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other train accidents.....	.....	.....	1	1	.....	.....	1	.....
Total.....	.....	.....	1	1	.....	.....	1	.....







## OVERHEAD HIGHWAY CROSSING—

Bridges.....	1
Height of lowest above surface of rail, feet.....	19

## OVERHEAD RAILWAY CROSSINGS—

Trestles.....	1
Height of lowest above surface of rail, feet.....	19

## GAUGE OF TRACK—

Four feet, eight and one-half inches; 67 miles.

## CAR MILEAGE.

State below all individuals, co-operative fast freight lines, and stock companies, to which the company making this report pays mileage for the use of cars.

Armour Refrigerator Transit Co.	Live Poultry Transportation Co.
Armour-Cudahy Refrigerator Line.	Merchants Despatch Transportation Co.
Armour Refrigerator Line.	Mutual Oil Co.
American Refrigerator Transit Co.	Matton Manufacturing Co.
Anglo-American Refrigerator Car Co.	Manhattan Oil Co.
Arms Palace Horse Car Co.	Midland Line.
Blue Line.	National Linseed Oil Co.
Burton Stock Car Co.	National Oil Co.
Canada Southern Line.	New England Car Co.
Canada Cattle Car Co.	National Despatch Line.
Chicago Refrigerator Car Co.	Pittsburg and Toledo Despatch.
Cold Blast Transit Co.	Peerless Tank Line.
Commercial Express Line.	Polar Refrigerator Co.
Consolidated Tank Line.	Red Line Transit Co.
California Fruit Transit Co.	St. Charles Car Company.
Canadian Pacific Despatch.	St. Louis Refrigerator Car Co.
Capples, Samuel, Wooden Ware Co.	Street's, Wm., Stable Car Co.
Dold, Jacob & Son.	Swift Refrigerator Line.
Empire Line.	Southern Iron Car Line.
Erie Dispatch.	Silberhorn Co.
Grossman Palace Horse Car Co.	Scofield, Thurman & Teagle.
Great Eastern Line.	Union Line.
Havens, C. B. & Co.	Union Tank Line.
Hoosac Tunnel Line.	Union Refrigerator Transit Co.
Hicks' Stock Car Co.	Waverly Oil Co.
International Oil Works.	Washington Refining Co.
Illinois Steel Works.	White Line.
Kansas City Dressed Beef Line.	
Kansas City Refrigerator Car Co.	

STATE OF IOWA, }  
COUNTY OF POTTAWATTAMIE, } ss.

We, the undersigned, F. M. Gault, General Manager, and Wm. T. Bedison, Auditor, of The Omaha & St. Louis Railway Company, on our oath do severally say that the foregoing return has been prepared under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all of the financial operations of said company during the period for which said return is made.

F. M. GAULT,  
General Manager.  
WM. T. BEDISON,  
Auditor.

Subscribed and sworn to before me this 24th day of September, 1891.

LOUIS F. MURPHY,  
Notary Public.

## ANNUAL REPORT

OF THE

## PRAIRIE DU CHIEN &amp; MCGREGOR RAILROAD COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

Page 5.	Total number of stockholders in Iowa.	None.
Page 7.	Give the names of your attorneys in Iowa.	None.
	Superintendents for Iowa.	Division Superintendents for Iowa.
		None.
Page 11.	Total mileage operated in Iowa.	$\frac{1}{4}$ mile.
Page 13.	Total mileage in Iowa.	$\frac{1}{4}$ mile.
Page 17.	1—Amount of stock issued for dividends on earnings.	None.
	2—Amount of stock per mile of road.	\$50,000.00.
	3—Amount of stock representing road in Iowa.	\$12,500.00.
	4—Amount of stock held in Iowa.	None.
Page 19.	Amount of funded debt representing road in Iowa.	None.
Page 27.	Grand total for Iowa.	
Page 33.	Taxes paid in Iowa.	\$113.25.
Page 45.	1—Operating expenses per mile of road.	\$831.63.
	2—Operating expenses per train mile.	
	3—Proportion of operating expenses and taxes for Iowa.	On mileage basis $\frac{1}{4}$ of total.
	4—Percentage of expenses to earnings.	65 per cent.
	5—Net earnings per train mile.	
	6—Percentage of earnings to stock and debt.	
	7—Percentage of earnings to cost of road and equipment.	
	8—Surplus at the commencement of the year.	
	9—Surplus at the close of the year.	
	10—Amount of its own stock owned by the company.	
Page 46.	Fencing in Iowa.	
	1—How many miles of fencing on your road in Iowa?	
	2—How many miles of unfenced road in Iowa?	
	3—What is the average cost per mile of fencing?	
	4—What is the total cost of the same?	
	5—How many miles of new fencing built during the year?	



Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

2—Average number of tons in cars when in less than car lots.

3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.

4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.

a—Total receipts for freight forwarded to points outside the State.

b—Total receipts for freight received from points outside the State.

c—Total receipts for freight forwarded to points within the State.

d—Total receipts for freight received from points within the State.

e—Total receipts from passengers destined to points outside the State.

f—Total receipts from passengers from points outside the State.

g—Total receipts from passengers destined to points within the State.

h—Total receipts from passengers from points within the State.

5—Total amount received for local freight.

6—Total amount received for through freight.

7—Number of tons of local freight carried.

8—Total amount received from freight originating in Iowa and passing outside the State.

9—Total amount received from freight originating outside the State and destined to points in Iowa.

10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?

12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?

14—What per cent of freight received at each station on your road is local and what per cent interstate?

15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa to points on the main line outside the State, or to points on other lines?

19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 64. Tonnage crossing Mississippi river bridge at ..... for the year ending June 30, 1891.

East bound, number of tons .....

West bound, number of tons .....

Total tons .....

Tonnage crossing Missouri river bridge at ..... for the

year ending June 30, 1891 .....

East bound, number of tons .....

West bound, number of tons .....

Total tons .....

As our road is practically only a car transfer we keep no account of tonnage.

Page 69. Under heading "State or Territory" insert Iowa.

Page 77. Under "Overhead Highway Crossings," insert overhead farm crossings.

Under "Conduits," insert farm crossing, "under."

#### LANDS—CONGRESSIONAL GRANTS.

Page 78. 1—State the number of acres of land your company has already received from the congressional grants.

None.

2—State the number of acres yet to insure to your company from congressional grants.

3—State the average price at which these lands have been sold or contracted by the company.

4—State the number of acres sold.

5—State the amount received from sales.

6—State the amount unpaid on outstanding contracts.

7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.

8—State the amount expended in sale and management of lands.

9—State the amount of taxes paid on lands.

10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.

11—The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road all fixtures and conveniences for transacting its business.

Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?

2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.

3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

#### HISTORY.

Name of common carrier making this report:  
Prairie du Chien & McGregor Railway.

Date of organization:  
1872.

Under laws of what Government, State or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof.  
Wisconsin.

#### ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Lawler.....	Prairie du Chien, Wisconsin.....	November 9, 1891.
Thomas C. Lawler.....	Prairie du Chien, Wisconsin.....	
James Lawler.....	Prairie du Chien, Wisconsin.....	
Daniel W. Lawler.....	St. Paul, Minnesota.....	
John D. Lawler.....	Mitchell, South Dakota.....	

Total number of stockholders at date of last election?

Five. None in Iowa.

Date of last meeting of stockholders for election of directors?  
November 9, 1890.

Give post-office address of general office:  
Prairie du Chien, Wisconsin.

Give post-office address of operating office:  
Prairie du Chien, Wisconsin.

#### OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	John Lawler.....	Prairie du Chien, Wis.
First Vice-President.....	John D. Lawler.....	Prairie du Chien, Wis.
Secretary.....	Thomas C. Lawler.....	Prairie du Chien, Wis.
Treasurer.....	Thomas C. Lawler.....	Prairie du Chien, Wis.

No attorneys and no officers in Iowa.



## PROPERTY OPERATED.

NAME.	TERMINALS.	
	FROM—	TO—
Prairie du Chien & McGregor Railway	Prairie du Chien, Wis.	North McGregor, Iowa.
Total.		

## CAPITAL STOCK.

DESCRIPTION.	Number of shares issued during the year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.	Total par value authorized.	Par value of shares authorized.	Total amount outstanding.	Rate.	Amount.	DIVIDENDS DECLARED DURING YEAR.	Miles of line for each road named.	Miles of line for each class of roads named.
CAPITAL STOCK—												
Common.												
Total.												

## MANNER OF PAYMENT FOR CAPITAL STOCK.

ISSUED FOR CASH—	Number of shares issued during the year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.	Total par value authorized.	Par value of shares authorized.	Total amount outstanding.	Rate.	Amount.	DIVIDENDS DECLARED DURING YEAR.	Miles of line for each road named.	Miles of line for each class of roads named.
Preferred.												
Total.												

REMARKS.

No \$100,000.00 used to build road. No subsequent issue.

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.	\$ 100,000.00	\$ 100,000.00		2.00	\$ 50,000.00
Total.	\$ 100,000.00	\$ 100,000.00		2.00	\$ 50,000.00

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED.) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Prairie du Chien & McG.	\$ 100,000.00			\$ 100,000.00	2.00	\$ 50,000.00
Total.	\$ 100,000.00			\$ 100,000.00	2.00	\$ 50,000.00

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR, NOT INCLUDED IN OPERATING EXPENSES.		Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Charged to income account as permanent improvements.	Charged to construction or equipment.			
Total construction.			\$ 100,000.00	\$ 100,000.00	\$ 50,000.00
Total equipment.			100,000.00	100,000.00	50,000.00

\* Use equipment C., M. &amp; St. P. R'y.

## INCOME ACCOUNT.

FOR ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.	\$ 57,918.75
Less operating expenses.	37,229.90
Income from operation.	\$ 19,797.85
Total income.	\$ 19,797.85
DEDUCTIONS FROM INCOME—	
Taxes.	1,085.32
Total deductions from income.	\$ 1,085.32
Net income.	\$ 18,712.53
Dividends, \$18.712 per cent, common stock.	\$ 18,712.53
Total.	\$ 18,712.53
Taxes paid in Iowa.	\$ 133.25
We have no distribution of accounts.	



## REPORT OF RAILROAD COMMISSIONERS.

## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEM.	Total receipts.	Deductions account of re-payments, etc.	Actual earnings.
Gross earnings from operation (on basis of one-eighth mile—age—Iowa).....	\$ 7,127.34	\$ .....	\$ 7,127.34
Gross earnings from operation—entire line.....	\$ 57,018.75	\$ .....	\$ 57,018.75
<b>OPERATING EXPENSES.</b>			
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>			
Repairs of bridges and culverts.....	\$ 3,460.64		
Total.....	\$ 3,460.64		
<b>CONDUCTING TRANSPORTATION—</b>			
Wages of engineers and firemen.....	\$ 2,481.35		
Wages of other trainmen.....	3,240.00		
Wages of switchmen, flagmen and watchmen.....	10,014.05		
Total.....	\$ 15,737.40		
<b>GENERAL EXPENSES—</b>			
Salaries of officers.....	\$ 17,000.00		
Insurance.....	315.00		
Other general expenses.....	555.71		
Coal for draw-bridge engines.....			
Total.....	\$ 18,922.85		
<b>RECAPITULATION OF EXPENSES—</b>			
Maintenance of way and structures.....	\$ 3,460.64		
Conducting transportation.....	15,737.40		
General expenses.....	18,922.85		
Grand total.....	\$ 37,230.00		
Percentage of expenses to earnings—entire line.....			.65
Percentage of expenses to earnings, on mileage basis of one-eighth of total—Iowa.....			.65
No detailed distribution kept.			

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 100,000.00	\$ 100,000.00		
Grand total.....	\$ 100,000.00	\$ 100,000.00		

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 100,000.00	\$ 100,000.00		
Grand total.....	\$ 100,000.00	\$ 100,000.00		

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

Our only agreement is with the Chicago, Milwaukee & St. Paul Railway whose business we handle at a fixed price per car.

## EMPLOYES AND SALARIES—ENTIRE LINE.

CLASS.	Number.	Total No. of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2		\$ 17,000.00	
Engineers.....	1		1,575.00	
Firemen.....	1		908.35	
Conductors.....	1		1,900.00	
Other trainmen.....	1		1,320.00	
Switchmen, flagmen and watchmen.....	13		10,014.05	
Total (including general officers).....	24		\$ 32,737.40	
Less general officers.....	2		17,000.00	
Total (excluding general officers).....	22		\$ 15,737.40	
<b>DISTRIBUTION OF ABOVE—</b>				
General administration.....	3			
Conducting transportation.....	21			
Total (including general officers).....	24		\$ 32,737.40	
Less general officers.....	2		17,000.00	
Total (excluding general officers).....	22		\$ 15,737.40	
Total (including general officers)—Entire line.....	24		\$ 32,737.40	

## MILEAGE.

## MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

Wisconsin.....	13
Iowa.....	3
Total mileage operated, all tracks.....	16

## CHARACTERISTIC OF ROAD.

From Prairie du Chien to North McGregor, miles..... 2

## BRIDGES, TRESTLES, TUNNELS, ETC.

Trestle—Aggregate length, 10,560 feet.

## GAUGE OF TRACK—

Four feet, eight and one-half inches: two miles.

## TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Two miles of line; fourteen miles of wire. Owned and operated by Western Union Telegraph Company.

STATE OF WISCONSIN.  
COUNTY OF CRAWFORD.

We, the undersigned, Thos. C. Lawler, Acting President, and Thos. C. Lawler, Sec. and Treas. of the Prairie du Chien & McGregor R'y Co., on our oath do severally say that the foregoing return has been prepared, under our direction from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a



complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

THOS. C. LAWLER,  
*Acting President.*  
THOS. C. LAWLER,  
*Secretary and Treasurer.*

Subscribed and sworn to before me this 31st day of August, 1891.

L. F. S. VIELE,  
*Notary Public.*

## ANNUAL REPORT

OF THE

SIOUX CITY &amp; NORTHERN RAILWAY COMPANY,

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
13.
- Page 7. Give the names of your attorneys in Iowa.  
C. L. Wright.  
Superintendents for Iowa.  
Division superintendents for Iowa.
- Page 11. Total mileage operated in Iowa.  
84.13 miles.
- Page 13. Total mileage in Iowa.
- Page 17. 1—Amount of stock issued for dividends on earnings.  
None.  
2—Amount of stock per mile of road.  
\$15,000.00.  
3—Amount of stock representing road in Iowa.  
\$1,440,000.00.  
4—Amount of stock held in Iowa.  
All.
- Page 19. Amount of funded debt representing road in Iowa.  
\$1,500,000.00.
- Page 27. Grand total for Iowa.  
\$3,360,000.00.
- Page 33. Taxes paid in Iowa.  
\$491.57.



- Page 45. 1—Operating expenses per mile of road.  
\$2,581.21.  
2—Operating expenses per train mile.  
\$0.87,799.  
3—Proportion of operating expenses and taxes for Iowa.  
\$199,245.65.  
4—Percentage of expenses to earnings.  
50.04.  
5—Net earnings per train mile.  
\$0.25,460.  
6—Percentage of earnings to stock and debt.  
.00,121.  
7—Percentage of earnings to cost of road and equipment.  
.00,121.  
8—Surplus at the commencement of the year.  
\$7,888.12.  
9—Surplus at the close of the year.  
\$77,750.81.  
10—Amount of its own stock owned by the company.  
None.
- Page 46. Fencing in Iowa.  
1—How many miles of fencing on your road in Iowa?  
77.  
2—How many miles of unfenced road in Iowa?  
None.  
3—What is the average cost per mile of fencing?  
Included in "Cost of Road." No record.  
4—What is the total cost of the same?  
Same as last above.  
5—How many miles of new fencing built during the year?  
None.
- Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.  
12 tons.  
2—Average number of tons in cars when in less than car lots.  
No record.  
3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
525 tons.  
4—Give the names of and the following information concerning each station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.  
a to h—Have no record.  
a—Total receipts for freight forwarded to points outside the State.  
b—Total receipts for freight received from points outside the State.  
c—Total receipts for freight forwarded to points within the State.  
d—Total receipts for freight received from points within the State.  
e—Total receipts from passengers destined to points outside the State.  
f—Total receipts from passengers from points outside the State.  
g—Total receipts from passengers destined to points within the State.  
h—Total receipts from passengers from points within the State.  
5—Total amount received from local freight.  
5 to 10—Have no record.  
6—Total amount received for through freight.  
7—Number of tons of local freight carried.  
8—Total amount received from freight originating in Iowa and passing outside the State.  
9—Total amount received from freight originating outside the State and destined to points in Iowa.  
10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?  
11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?

- 12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?  
13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?  
14—What per cent of freight received at each station on your road is local and what per cent interstate?  
15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?  
16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?  
17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?  
18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?  
19—Give the amount in tons and kind of freight furnished by each branch line to your main line.
- Page 64. Tonnage crossing Mississippi river bridge at.....for the year ending June 30, 1891.  
East bound, number of tons.....  
West bound, number of tons.....  
Total tons.....  
Tonnage crossing Missouri river bridge at.....for the year ending June 30, 1891.  
East bound, number of tons.....  
West bound, number of tons.....  
Total tons.....
- Page 66. Under heading "State or Territory" insert Iowa.  
Page 77. Under "Overhead Highway Crossings" insert Overhead Farm Crossings.  
Under "Conduits," insert Farm crossings, "Under."

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.  
2—State the number of acres yet to inure to your company from congressional grants.  
3—State the average price at which these lands have been sold or contracted by the company.  
4—State the number of acres sold.  
5—State the amount received from sales.  
6—State the amount unpaid on outstanding contracts.  
7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.  
8—State the amount expended in sale and management of lands.  
9—State the amount of taxes paid on lands.  
10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.  
11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.
- Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?  
2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.  
3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
Western Railway Weighing Association and Inspection Bureau, and Western Freight Association.  
4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.



## HISTORY.

Name of common carrier making this report:  
Sioux City & Northern Railroad Company.

Date of organization?  
September 26, 1887.

Under the laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof:

Incorporated under laws of Iowa, title 9, chapter 1, Code of 1873. Complied with laws of Territory of Dakota, chapter 3, article 17, Code of 1887. Complied with laws of Minnesota, chapters 225 and 1235, general laws of Minnesota, 1889.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:  
Original Company.

Date and authority for each consolidation:  
Original Company.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.  
Original company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James P. Wall.....	Sioux City, Iowa.....	Second Wednesday, May, 1892.
A. S. Garretson.....	Sioux City, Iowa.....	
D. T. Hedges.....	Sioux City, Iowa.....	
C. L. Wright.....	Sioux City, Iowa.....	
F. C. Hills.....	Sioux City, Iowa.....	Second Wednesday, May, 1893.
James E. Booge.....	Sioux City, Iowa.....	
Ed. Haskinson.....	Sioux City, Iowa.....	
John Hornick.....	Sioux City, Iowa.....	
T. P. Gere.....	Sioux City, Iowa.....	Second Wednesday, May, 1894.

Total number of stockholders at date of last election:  
Thirteen, all in Iowa.

Date of last meeting of stockholders for election of directors.  
May 13, 1891.

Give post-office address of general office.  
Sioux City, Iowa.

Give post-office address of operating office.  
Sioux City, Iowa.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	F. C. Hills.....	Sioux City, Iowa.
First Vice-President.....	James E. Booge.....	Sioux City, Iowa.
Secretary.....	Dixon S. Elliott.....	Sioux City, Iowa.
Treasurer.....	A. S. Garretson.....	Sioux City, Iowa.
Assistant Treasurer.....	F. C. Hills.....	Sioux City, Iowa.
General Solicitor.....	C. L. Wright.....	Sioux City, Iowa.
Auditor.....	George Hills.....	Sioux City, Iowa.
General Manager.....	F. C. Hills.....	Sioux City, Iowa.
Chief Engineer.....	Lester F. Wakefield.....	Sioux City, Iowa.
Supt. of Telegraph.....	S. W. Welch.....	Sioux City, Iowa.
Traffic Manager.....	James V. Mahoney.....	Sioux City, Iowa.
Land Commissioner.....	F. A. Seaman.....	Sioux City, Iowa.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Sioux City & Northern R. R. Co. ....	Sioux City, Iowa.	Garretson, S. D.	98.60	
Total.....			98.60	

\*Main line.

+Spur.

The ninety-six miles of Sioux City & Northern railroad included in this report were constructed under a contract made by the board of directors with a construction company on the 6th day of July, 1889, from Garretson, Territory of Dakota, to Merrill, Iowa, and on the 14th day of December, 1889, from Merrill, Iowa, to Sioux City, Iowa.

To construct, build, fully equip and complete said railroad between such points, with necessary depots, water and fuel stations, side tracks and equipment.

And in consideration therefor the said company were to issue and have issued its bonds, at the rate of \$20,000 per mile, payable in thirty years, and bearing five per cent interest per annum, and to issue its paid up stock at the rate of \$15,000 per mile.

## EARNINGS FROM OPERATIONS—STATE OF IOWA.

ITEM.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
<b>PASSENGER:</b>			
Passenger revenue.....	\$ 28,460.63		
Less repayments:			
Tickets redeemed.....		72.45	
Excess fares refunded.....		107.43	
Total deductions.....		\$ 179.90	
Total passenger revenue.....			\$ 28,280.73
Mail.....	4,997.75		
Express.....	518.03		
Extra baggage and storage.....	247.65		
Total passenger earnings.....			\$ 5,763.43
<b>FREIGHT:</b>			
Freight revenue.....	\$ 294,445.85		
Less repayments:			
Overcharge to shippers.....		3,000.64	
Total deductions.....		\$ 3,000.64	
Total freight revenue.....			\$ 291,445.21
Total freight earnings.....			\$ 291,445.21
Total passenger and freight earnings.....			\$ 324,560.37
<b>OTHER EARNINGS FROM OPERATION:</b>			
Car mileage—balance.....	4,320.00		
Other sources.....	1,660.73		
Total other earnings.....			\$ 5,980.73
Total gross earnings from operation—Iowa.....			\$ 330,546.10
Total gross earnings from operation—entire line.....			\$ 408,064.02



## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares authorized.	Total par value authorized.	Total amount issued and outstanding.	Rate.	DIVIDENDS DECLARED DURING THE YEAR.
CAPITAL STOCK—						
Common	14,400	\$ 100	\$ 1,440,000.00	\$ 1,440,000.00		
Preferred	14,400	\$ 100	\$ 1,440,000.00	\$ 1,440,000.00		
Total						

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	When payable.	INTEREST.	
	Date of issue.	When due.						Amount accrued during year.	Amount paid during year.
First mortgage bonds	Jan., 1890	Jan., 1920	\$ 1,920,000.00	\$ 1,920,000.00	\$ 1,920,000.00		5 July and Jan	\$ 96,000.00	\$ 96,000.00

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$1,920,000.00	\$1,920,000.00	\$ 96,000.00	\$ 96,000.00
Total	\$1,920,000.00	\$1,920,000.00	\$ 96,000.00	\$ 96,000.00

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash	\$ 868.61
Due from agents	20,432.67
Due from solvent companies and individuals	90,406.67
Total	\$ 111,788.27
Materials and supplies on hand, \$29,426.86.	

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Audited vouchers and accounts	\$ 22,967.64
Wages and salaries	14,965.17
Net traffic balances due to other companies	23,781.45
Balance—Cash assets	48,224.91
Total	\$ 111,788.27

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

AMOUNT.	TOTAL AMOUNT OUTSTANDING.	APPORTIONMENT TO RAILROADS.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock	\$ 1,440,000.00	\$ 1,440,000.00	96.00	\$ 15,000.00
Bonds	1,920,000.00	1,920,000.00		20,000.00
Total	\$ 3,360,000.00	\$ 3,360,000.00	96.00	\$ 35,000.00

## B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED.) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Sioux City & Northern R. R.	\$1,440,000.00	\$1,920,000.00		\$ 3,360,000.00	96.00	\$ 35,000.00
Grand total	\$1,440,000.00	\$1,920,000.00		\$ 3,360,000.00	96.00	\$ 35,000.00



## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	TOTAL COST TO JUNE 30, 1890.	TOTAL COST TO JUNE 30, 1891.	COST PER MILE.
Total cost of construction, equipment, etc., State of Iowa.....	\$ 3,300,000.00	\$ 3,300,000.00	\$ 35,000.00
Cannot give cost of construction and equipment separately, as we have no records.			

## INCOME ACCOUNT

## FOR ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.....	\$ 408,064.02	
Less operating expenses.....	240,922.26	
Income from operation.....		\$ 167,141.76
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued.....	\$ 96,000.00	
Taxes.....	1,279.07	
Total deductions from income.....		\$ 97,279.07
Net income.....		\$ 69,862.69
Surplus from operations of year ending June 30, 1891.....		\$ 69,862.69
Surplus on June 30, 1890.....		\$ 7,888.12
Surplus on June 30, 1891.....		\$ 77,750.81

## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>			
Repairs of roadway.....	\$ 11,899.01	\$ 10,530.79	\$ 22,429.80
Renewals of rails.....	7.30	6.52	13.82
Renewals of ties.....	32.25	28.54	60.79
Repairs of bridges and culverts.....	1,805.86	1,508.10	3,313.96
Repairs of fences, road crossings, signs and cattle guards.....	423.31	374.54	797.85
Repairs of buildings.....	3,064.40	2,912.04	5,976.44
Total.....	\$ 17,232.09	\$ 15,250.53	\$ 32,482.62
<b>MAINTENANCE OF EQUIPMENT—</b>			
Repairs and renewals of locomotives.....	10,266.06	9,085.61	19,351.67
Repairs and renewals of passenger cars.....	3,301.64		3,301.64
Repairs and renewals of freight cars.....		11,500.74	11,500.74
Total.....	\$ 13,567.70	\$ 20,586.35	\$ 34,154.05
<b>CONDUCTING TRANSPORTATION—</b>			
Wages of engineers, firemen and round-housemen.....	10,242.75	15,832.76	26,075.51
Fuel for locomotives.....	17,134.21	29,806.61	46,940.82
Water supply for locomotives.....	350.00	312.43	662.43
Wages of other trainmen.....	5,205.09	11,116.02	16,321.11
All other train supplies.....	914.11	1,835.29	2,749.40
Wages of switchmen, flagmen and watchmen.....	4,231.44	3,744.89	7,976.33
Expense of telegraph, including train dispatchers and operators.....	1,073.02	1,533.74	2,606.76
Wages of station agents, clerks and laborers.....	7,196.44	10,277.25	17,473.69
Station supplies.....	610.11	529.95	1,140.06
Switching charges—balance.....		5,499.35	5,499.35
Loss and damage.....	78.00	1,343.41	1,421.41
Injuries to persons.....		3,074.07	3,074.07
Total.....	\$ 47,098.11	\$ 86,516.37	\$ 133,614.48

## OPERATING EXPENSES—CONTINUED.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>GENERAL EXPENSES—</b>			
Salaries of officers.....	\$ 4,137.90	\$ 8,353.89	\$ 12,491.79
Salaries of clerks.....	2,886.37	10,093.00	12,979.37
General office expenses and supplies.....	571.45	1,586.37	2,157.82
Agencies, including salaries and rent.....	534.28	1,081.80	1,616.08
Advertising.....	381.74	391.30	773.04
Commissions.....			
Insurance.....	1,016.96	1,000.21	2,017.17
Expense of traffic associations.....	31.00		31.00
Rents not otherwise provided for.....	211.88	187.32	399.20
Legal expenses.....	1,383.92	3,967.47	5,351.39
Stationery and printing.....	853.14	755.03	1,608.17
Other general expenses.....			
Total.....	\$ 12,104.83	\$ 27,816.26	\$ 39,921.09
<b>RECAPITULATION OF EXPENSES—</b>			
Maintenance of way and structures.....	\$ 17,232.09	\$ 15,250.53	\$ 32,482.62
Maintenance of equipment.....	13,567.70	20,586.35	34,154.05
Conducting transportation.....	47,098.11	86,516.37	133,614.48
General expenses.....	12,104.83	27,816.26	39,921.09
Grand total.....	\$ 90,902.73	\$ 150,253.51	\$ 241,156.24
Percentage of expenses to earnings—entire line.....			59.04
<b>OPERATING EXPENSES—STATE OF IOWA—</b>			
Maintenance of way and structures.....	\$ 13,856.31	\$ 12,202.95	\$ 26,059.26
Maintenance of equipment.....	10,909.79	10,001.73	20,911.52
Conducting transportation.....	38,354.05	69,567.82	107,921.87
General expenses.....	11,180.79	20,019.94	31,200.73
Total.....	\$ 74,300.94	\$ 124,452.44	\$ 198,753.38
Percentage of expenses to earnings—Iowa.....			60.13

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

## EXPRESS COMPANIES.

The express business on this road is done by the American Express Company, they paying the following rates on the actual weights, viz.: On all local merchandise, one and one-half first-freight rate; on all foreign merchandise, one and one-tenth first-class freight rate; on butter, eggs, poultry and other commodities, one and one-tenth first-class freight rate, based upon rates in force at the time shipment is made.

## MAILS.

Sioux City & Northern Railroad Company furnishes mail car with proper conveniences, and delivers mail at terminals and intermediate offices within eighty rods of station house. Compensation allowed by the United States post-office department is based upon returns showing amount and character of service for thirty successive working days, commencing September 30, 1890; service commencing July 1, 1890, at the rate of \$6,239.84 per annum, subject to further orders, fines and deductions.



## SLEEPING, PARLOR OR DINING CAR COMPANIES.

No contract. The Great Northern Railway Line sleeping and dining cars are run in connection with our through trains, for which the S. C. & N. R. R. pays the usual mileage rate.

## FREIGHT OR TRANSPORTATION COMPANIES.

Cars of all transportation companies are allowed to run over this company's line, freight paying regular rates and receiving usual mileage.

## OTHER RAILROAD COMPANIES.

The usual traffic arrangements with connecting lines, subject to change from time to time and exchange traffic contract with St. Paul Minneapolis & Manitoba Railway Company.

## TELEGRAPH COMPANIES.

The Western Union Telegraph Company owns and operates a telegraph line on the S. C. & N. railroad, furnishing instruments, material and supplies, and receives revenue from commercial business; lines are also used by railroad company for the transmission of its own business messages without charge. Line to be kept in repair by railroad company.

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 3,360,000.00	\$ 3,360,000.00		
Cash and current assets.....	128,807.64	111,788.27		17,019.37
OTHER ASSETS—				
Materials and supplies.....	12,546.17	20,426.80	16,880.63	
Grand total.....	\$ 3,501,353.81	\$ 3,501,215.07	16,880.63	17,019.37

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 1,440,000.00	\$ 1,440,000.00		
Funded debt.....	1,920,000.00	1,920,000.00		
Current liabilities.....	85,465.69	63,464.26		22,001.43
Accrued interest on funded debt not yet payable.....	48,000.00			
Profit and loss.....	7,888.12	77,750.81	69,862.69	
Grand total.....	\$ 3,501,353.81	\$ 3,501,215.07	69,862.69	22,001.43

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	FROM—	TO—	MILES.		
First mortgage bonds.....	Sioux City, Ia.	Garretson, S. Dk.	96	\$ 20,000.00	All.

## EMPLOYEES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	6	1,878	\$ 12,691.59	\$ 6.76
General office clerks.....	23	6,651	12,973.57	1.95
Station agents.....	19	5,240	9,042.73	1.90
Other station men.....	18	5,091	4,741.94	1.53
Engineers.....	13	3,572	11,038.14	3.14
Firemen.....	13	3,568	7,157.59	2.13
Conductors.....	8	2,113	6,390.80	3.01
Other trainmen.....	16	4,190	6,463.15	1.65
Machinists.....	11	2,130	8,000.51	2.35
Carpenters.....	10	2,309	4,522.05	1.96
Other shopmen.....	40	8,551	15,777.55	1.85
Section foremen.....	12	3,714	8,830.08	2.37
Other trackmen.....	24	7,756	9,605.44	1.25
Switchmen, flagmen and watchmen.....	22	5,791	7,630.15	2.01
Telegraph operators and dispatchers.....	15	1,464	2,578.16	1.76
All other employees and laborers.....	3	789	1,037.26	1.34
Total (including general officers)—Iowa.....	253	60,377	\$ 124,491.58	\$ 2.06
Less general officers.....	6	1,878	12,691.59	
Total (excluding general officers)—Iowa.....	247	58,499	\$ 111,799.99	\$ 1.91
DISTRIBUTION OF ABOVE—				
General administration.....	29	8,529	\$ 25,695.16	\$ 3.00
Maintenance of way and structures.....	53	13,545	22,003.73	1.47
Maintenance of equipment.....	40	7,617	15,139.30	1.99
Conducting transportation.....	131	28,808	60,783.36	2.12
Total (including general officers)—Iowa.....	253	60,377	\$ 124,491.58	\$ 2.06
Less general officers.....	6	1,878	12,691.59	6.76
Total (excluding general officers)—Iowa.....	247	58,499	\$ 111,799.99	\$ 1.91
Total (including general officers)—entire line.....	275	71,380	\$ 145,381.87	\$ 2.04

## PASSENGER, FREIGHT AND TRAIN MILEAGE—STATE OF IOWA.

## PASSENGER TRAFFIC—

Number of passengers carried earning revenue.....	39,258
Number of passengers carried one mile.....	1,271,946
Average distance carried, miles.....	32.37
Total passenger revenue.....	\$ 28,400.63
Average amount received from each passenger.....	.72469
Average receipts per passenger per mile.....	.02237
Estimated cost of carrying each passenger one mile.....	.05842
Total passenger earnings.....	34,944.16
Passenger earnings per mile of road.....	442.13.195
Passenger earnings per train mile.....	.28,834

## FREIGHT TRAFFIC—

Number of tons carried of freight earning revenue.....	313,549
Number of tons carried one mile.....	16,039,483
Average distance haul of one ton.....	75.30
Total freight revenue.....	294,445.85
Average amount received for each ton of freight.....	1.37,883
Average receipts per ton per mile.....	.01883
Estimated cost of carrying one ton one mile.....	.00775
Total freight earnings.....	290,515.21
Freight earnings per mile of road.....	3,502.79.493
Freight earnings per train mile.....	2.78.735



## PASSENGER AND FREIGHT—

Passenger and freight revenue.....	322,906.48
Passenger and freight revenue per mile of road.....	4,180.63,636
Passenger and freight earnings.....	324,559.37
Passenger and freight earnings per mile of road.....	4,216.35,558
Gross earnings from operation.....	330,531.06
Gross earnings from operation per mile of road.....	4,292.61,116
Expenses.....	198,753.38
Expenses per mile of road.....	2,581.21

## TRAIN MILEAGE—

Miles run by passenger trains.....	118,100
Miles run by freight trains.....	104,219
Total mileage trains earning revenue.....	222,328
Miles run by switching trains.....	60,210
Miles run by construction and other trains.....	2,739
Grand total train mileage.....	294,277
Mileage of loaded freight cars—north and east.....	346,606
Mileage of loaded freight cars—south and west.....	1,175,215
Mileage of empty freight cars—north and east.....	640,947
Mileage of empty freight cars—south and west.....	107,556
Average number of freight cars in train.....	21.78
Average number of loaded cars in train.....	14.60
Average number of empty cars in train.....	7.18
Average number of tons of freight in train.....	136.45
Average number of tons of freight in each loaded car.....	9.34

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue.....	48,467
Number of passengers carried one mile.....	1,570,304
Average distance carried, miles.....	32.39
Total passenger revenue.....	\$ 35,136.58
Average amount received from each passenger.....	.72.495
Average receipts per passenger per mile.....	.02.237
Estimated cost of carrying each passenger one mile.....	.65.775
Total passenger earnings.....	42,026.82
Passenger earnings per mile of road.....	437.81,062
Passenger earnings per train-mile.....	.28.870

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue.....	263,639
Number of tons carried one mile.....	19,826,522
Average distance haul of one ton.....	75.30
Total freight revenue.....	363,513.39
Average amount received for each ton of freight.....	1.37.883
Average receipts per ton per mile.....	.01.833
Estimated cost of carrying one ton one mile.....	.00.757
Total freight earnings.....	358,660.75
Freight earnings per mile of road.....	3,763.04,947
Freight earnings per train mile.....	2.78.423

## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	\$ 398,649.97
Passenger and freight revenue per mile of road.....	4,152.60,385
Passenger and freight earnings.....	400,690.57
Passenger and freight earnings per mile of road.....	4,173.86,010
Gross earnings from operation.....	408,064.02
Gross earnings from operation per mile of road.....	4,250.66,687
Expenses.....	240,922.26
Expenses per mile of road.....	2,509.606.87

## TRAIN MILEAGE:

Miles run by passenger trains.....	145,583
Miles run by freight trains.....	128,816
Miles run by mixed trains.....	
Total mileage trains earning revenue.....	274,399
Miles run by switching trains.....	76,397
Miles run by construction and other trains.....	4,894
Grand total train mileage.....	355,690
Mileage of loaded freight cars—north or east.....	408,576
Mileage of loaded freight cars—south or west.....	1,381,809
Mileage of empty freight cars—north or east.....	729,954
Mileage of empty freight cars—south or west.....	120,434
Average number of freight cars in train.....	20.50
Average number of loaded cars in train.....	13.90
Average number of empty cars in train.....	6.60
Average number of tons of freight in train.....	168.46
Average number of tons of freight in each loaded car.....	12.12

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES—						
Passenger.....	1	4	4	Westinghouse.		
Freight.....	1	5	3	Westinghouse.		
Switching.....	2	2	2	American *.		
Total locomotives.....	4	11	11			
CARS IN PASSENGER SERVICE—						
First-class passenger cars.....		4	4	Westinghouse.	4	Miller.
Combination passenger cars.....		2	2	Westinghouse.	2	Miller.
Baggage, express and postal cars.....		3	3	Westinghouse.	3	Miller.
Total.....		9	9		9	
CARS IN FREIGHT SERVICE—						
Box cars.....	120	220				
Flat cars.....		100				
Stock cars.....		100				
Refrigerator cars.....	50	50				
Total.....	170	470				
CARS IN COMPANY'S SERVICE—						
Caboose cars.....		5				
Steam shovel.....		1				
Steam pile driver.....	1	1				
Total.....	171	7				
Total cars owned.....						
Grand total cars.....	171	486				

\* Steam.



## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
<b>PRODUCTS OF AGRICULTURE--</b>				
Grain .....	21,719	2,400	24,119	11.29
Flour .....	940	613	1,553	00.72
Other mill products .....	2,634	1,253	3,287	01.54
Hay .....	19	199	218	00.10
Fruit and vegetables .....	113	417	530	00.25
Flax .....	1,920	1,590	3,519	01.65
Millet seed .....	3	20	23	00.01
<b>PRODUCTS OF ANIMALS--</b>				
Live stock .....	6,773	4,121	10,894	05.10
Dressed Meats .....	4,428	34	4,450	02.00
Other packing-house products .....	7,020	40	7,065	03.39
Poultry, game, and fish .....	10	74	84	00.04
Wool .....	34	34	34	00.01
Hides and leather .....	54	748	802	00.37
Butter .....	46	46	46	00.04
<b>PRODUCTS OF MINES--</b>				
Anthracite coal .....	17	15,102	15,119	07.00
Bituminous coal .....	635	23,641	24,276	11.36
Coke .....	25	98	123	00.05
Stone, sand, and other like articles .....	38,522	15,350	53,872	25.23
Salt .....	4	597	601	00.28
<b>PRODUCTS OF FOREST--</b>				
Lumber .....	627	10,248	10,875	07.90
Telegraph poles and fence posts .....	131	5,431	5,562	02.60
Railroad ties .....	.....	4,455	4,455	02.08
<b>MANUFACTURES--</b>				
Petroleum and other oils .....	68	724	792	00.37
Sugar .....	26	1,103	1,129	00.53
Iron, pig and bloom .....	5	1,015	1,020	00.47
Iron and steel rolls .....	.....	1,149	1,149	00.53
Other castings and machinery .....	91	1,030	1,120	00.52
Bar and sheet metal .....	145	.....	145	00.07
Cement, brick and lime .....	364	1,776	2,140	01.00
Agricultural implements .....	105	852	957	00.44
Wagons, carriages, tools, etc. ....	1	209	210	00.09
Wines, liquors, and beers .....	151	461	612	00.28
Household goods and furniture .....	318	235	553	00.26
<b>MERCHANDISE .....</b>	<b>1,740</b>	<b>2,515</b>	<b>4,261</b>	<b>01.90</b>
<b>MISCELLANEOUS--</b>				
Other commodities not mentioned above .....	1,320	20,619	21,939	10.27
Total tonnage, Iowa .....	80,380	124,167	213,547	100.00
Total tonnage--entire line .....	111,488	152,151	263,639	.....

SIoux CITY & NoRtHERN RAILWAY CoMPANy.

**MILEAGE.**  
MILEAGE OF ROAD OPERATED IN IOWA.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of property and spurs.	Line operated under lease.	Line operated under contract, etc.	Line operated under track-age rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track.....	96.00						96.00			96.00
Miles of yard track and sidings.....		10.00					10.00			10.00
Total mileage operated (all tracks),.....	96.00	10.00					106.00			106.00

## 1. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	LINES REPRESENTED BY CAPITAL STOCK.		Line of property, pantries, etc.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage excluding track-ages rights.	Line operated under track-ages rights.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Iowa	77.00	13.33					84.10			
Minnesota	11.00	.82					11.82			
South Dakota	8.00	2.08					10.08			
Total mileage operated (single track)	95.00	16.00					106.00			106.00

## MILEAGE OWNED BY ROAD MAKING THIS REPORT.

State	1910	1920	1930	1940	1950	1960
Iowa.....	77.00	7.13	84.13	84.13	84.13	84.13
Minnesota.....	11.00	.82	11.02	11.02	11.02	11.02
South Dakota.....	8.00	9.08	10.08	10.08	10.08	10.08
Total mileage owned (single track).....	95.00	10.03	104.03	104.03	104.03	104.03



## CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal—bituminous.		Cords of wood—soft.		Total fuel consumed—tons.		Miles run.		Average lbs. consumed per mile.	
	Passenger.	Freight.	Passenger.	Freight.	Passenger.	Freight.	Passenger.	Freight.	Passenger.	Freight.
Switching.	3,621.50	3,193.09	25.38	22.46	3,646.87	3,215.55	1,181.09	61.74	1,042.13	61.74
Construction.	2,123.10	2,123.10	13.20	86	2,136.30	2,123.10	692.10	61.74	27.29	61.74
Total.	5,744.60	5,316.19	38.58	108.46	5,783.18	5,338.65	1,873.19	123.48	1,069.42	123.48
Average cost at distributing point.	\$ 4.27.66		\$ 2.13.83		\$ 6.41.50		\$ 2.92.77		\$ 4.27.66	

## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.				TOTAL.			
	TRAINMEN.	SWITCHMEN, FLAGMEN, AND WATCHMEN.	OTHER EMPLOYEES.					
Killed.	1	1	1		3			
Injured.	5	1	4		10			
Coupling and uncoupling.	1	1	1		3			
Falling from trains and engines.	1	1	1		3			
Other causes.	1	1	1		3			
Total.	6	4	8		18			

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	OTHERS.				TOTAL.			
	PASSENGERS.	THREE-PASS-ING.	NOT THREE-PASS-ING.					
Killed.	1	1	1		3			
Injured.	2	2	2		6			
Other train accidents.	1	1	1		3			
Total.	4	4	4		12			

## OTHER CAUSES—EMPLOYEES.

Sprained by lifting hand car off of track, 1; by rail falling on foot, 2; three fingers broken by falling of crossing frog.

## OTHER TRAIN ACCIDENTS—THREE-PASSING.

Foot crushed climbing between engine and car in yard, 1; three fingers taken off attempting to board passenger train in yard.

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.		PROFILE.			
FROM—	TO—	Miles.	Number of curves.	Length of level line—miles.	ASCENDING GRADES.		DESCENDING GRADES.
					Number.	Sum of ascents—feet.	
Sioux City, Iowa.	Iowa State Line.	77.00	65	13.73	64	67.63	17.36

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.	Item.	Number.	Height of lowest surface of rail—feet.
Bridges—							
Iron.	1	30.00	30.00	100.00	Overhead high-way crossings*	2	22.00
Combination.	1	100.00					
Total.	2	130.00			Total.	2	
Trestles.	117	19,221.00	6.00	2,192.00	Overhead rail-way crossings:	1	22.00

## GAGE OF TRACK—

Four feet, eight and one-half inches; 96 miles.

## TELEGRAPH.

Miles of line, 96; miles of wire, 96. Owned and operated by Western Union Telegraph Company.

\*"Overhead railway crossing" is the "Sioux City Elevated Railway," at Sioux City, Iowa.

"One overhead highway crossing" between Maunee, Iowa, and Sioux Center, Iowa. One between Perkins, Iowa, and Door, Iowa.



## CAR MILEAGE.

State below all individuals, co-operative fast freight lines and stock companies to which the company making this report pays mileage for the use of cars.

Cars of the different transportation lines are run over this road. Freight pays traffic rates and companies are allowed usual car mileage.

Arms Palace Horse Car Co.  
American Refrigerator Transit Co.  
Armour Refrigerator Line.  
Atlanta Coal, Stone and Lumber Line.  
Blue Line.  
Canada Cattle Car Co.  
Canadian Pacific Dispatch.  
Canada Southern Line.  
Chicago Refrigerator Car Co.  
Cupples Wooden Ware Co.  
Cudahy Refrigerator Line.  
Empire Line.  
Erie Dispatch.  
Great Eastern Line.  
Haakinson Tank Line.

Liquid Freight Line.  
Mather Horse and Stock Car Co.  
Merchants Dispatch Transportation Co.  
Mutual Oil Co.  
National Dispatch Line.  
New York Dispatch Refrigerator Line.  
Pittsburg & Toledo Dispatch.  
Red Line Transit Co.  
St. Louis Refrigerator Car Co.  
Silberhorn Co.  
Street's Stable Car Line.  
Southern Iowa Car Line.  
Swift Refrigerator Transportation Co.  
Union Refrigerator Transit Co.  
Union Tank Line.  
And others.

STATE OF IOWA, }  
COUNTY OF WOODBURY. } ss.

We, the undersigned, F. C. Hills, President, and George Hills, Auditor, of the Sioux City & Northern Railroad Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all of the financial operations of said company during the period for which said return is made.

F. C. HILLS, *President*.  
GEORGE HILLS, *Auditor*.

Subscribed and sworn to before me this 12th day of September, 1891.

[SEAL.]

E. H. HUBBARD,  
*Notary Public in and for Woodbury County, Iowa.*

## ANNUAL REPORT

OF THE

SIOUX CITY & PACIFIC RAILWAY COMPANY,

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

Page 5.	Total number of stockholders in Iowa.
	Two.
Page 7.	Give the names of your attorneys in Iowa.
	John B. Hawley, Omaha, Neb.
	Superintendents for Iowa.
	Chas. C. Hughes, Omaha.
	Division superintendents for Iowa.
	Henry O. Mahanna, Fremont, Neb.
Page 11.	Total mileage operated in Iowa.
	107.42.
Page 13.	Total mileage in Iowa.
	80.47.
Page 17.	1—Amount of stock issued for dividends on earnings
	None.
	2—Amount of stock per mile of road.
	\$19,255.36.
	3—Amount of stock representing road in Iowa.
	\$1,549,470.75.
	4—Amount of stock held in Iowa.
	\$1,300.00.
Page 19.	Amount of funded debt representing road in Iowa.
	\$2,439,300.17.
Page 27.	Grand total for Iowa.
	\$4,005,845.35.
Page 31.	Taxes paid in Iowa.
	\$15,891.73.



- Page 45. 1—Operating expenses per mile of road.  
\$2,667.69.  
2—Operating expenses per train mile.  
.82,798.  
3—Proportion of operating expenses and taxes for Iowa.  
\$229,469.93.  
4—Percentage of expenses to earnings.  
56.621 per cent.  
5—Net earnings per train mile.  
63.425.  
6—Percentage of net earnings to stock and funded debt.  
4.123 per cent.  
7—Percentage of earnings to cost of road and equipment.  
3.898 per cent.  
8—Surplus at the commencement of the year.  
\$1,440,653.31.  
9—Surplus at the close of the year.  
\$1,443,441.92.  
10—Amount of its own stock owned by the company.  
None.

- Page 46. Fencing in Iowa.  
1—How many miles of new fencing on your road in Iowa?  
78.7 miles.  
2—How many miles of unfenced road in Iowa?  
None needed.  
3—What is the average cost per mile of fencing?  
About \$196.80.  
4—What is the total cost of the same?  
About \$15,488.16.  
5—How many miles of new fencing built during the year?  
None.

- Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.  
2—Average number of tons in cars when in less than car lots.  
3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.  
a—Total receipts for freight forwarded to points outside the State.  
b—Total receipts for freight received from points outside the State.  
c—Total receipts for freight forwarded to points within the State.  
d—Total receipts for freight received from points within the State.  
e—Total receipts from passengers destined to points outside the State.  
f—Total receipts from passengers from points outside the State.  
g—Total receipts from passengers destined to points within the State.  
h—Total receipts from passengers from points within the State.  
5—Total amount received for local freight.  
6—Total amount received for through freight.  
7—Number of tons of local freight carried.  
8—Total amount received from freight originating in Iowa and passing outside the State.  
9—Total amount received from freight originating outside the State and destined to points in Iowa.  
10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?  
11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?  
12—What per cent does the local freight business of Iowa bear to business originating outside the State and destined to points within the State?  
13—What per cent does local freight business bear to freight moved across the State, from points outside to points outside the State?

- 14—What per cent of freight received at each station on your road is local and what per cent interstate?  
15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?  
16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?  
17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?  
18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?  
19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 64.	Tonnage crossing Mississippi River bridge at .....	for the year ending June 30, 1891:
	East bound, number of tons.....	
	West bound, number of tons.....	
	Total tons.....	
	Tonnage crossing Missouri River bridge at Blair, Nebraska, for the year ending June 30, 1891:	
	East bound, number tons.....	40,322
	West bound, number tons.....	104,022
	Total tons.....	144,344
Page 69.	Under heading "State or Territory" insert Iowa.	
Page 77.	Under "Overhead Highway Crossings," insert Overhead Farm Crossings.	
	Under "Conduits," insert Farm Crossings, "Under."	

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from congressional grants.  
2—State the number of acres yet to inure to your company from congressional grants.  
3—State the average price at which these lands have been sold or contracted by the company.  
4—State the number of acres sold.  
5—State the amount received from sales.  
6—State the amount unpaid on outstanding contracts.  
7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.  
8—State the amount expended in sale and management of lands.  
9—State the amount of taxes paid on lands.  
10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.  
This company has no lands in Iowa received from congressional or other grants (excepting for its right of way). It appearing from the records of the company that all were sold prior to 1872.  
11—The cost and actual present cash value of road and equipment including permanent way, buildlogs and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.  
The cost of the property is \$5,621,028.70. Its actual present cash value is not known.  
Page 80. What provision, if any, has been made by this road for the payment of its funded debt?  
None.  
2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.  
Passenger Depot, Missouri Valley, C. & N. W. R'y Co.



3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

Western Freight Association.  
Western Railway Weighing Association.  
Western Classification Committee.  
Western Passenger Association.  
Trans-Missouri Freight Association.  
Western Traffic Association.

4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

The S. C. & P. R. R. is not a member of any fast freight line, but all may run its cars over this line.

#### HISTORY.

Name of common carrier making this report?

Sioux City & Pacific Railroad Company.

Date of organization?

August 1st, 1864.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof.

Organized under the general railroad law of the State of Iowa, August 1st, 1864.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same.

The Northern Nebraska Air Line R. R., organized under general railroad law of Nebraska, June 7th, 1867.

Date and authority for each consolidation?

Northern Nebraska Air Line R. R., consolidated under general law, Sept. 16, 1868.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:

Not a reorganized company.

#### ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Marvin Hughitt.....	Chicago, Illinois.....	May, 1892.
Albert Keep.....	Chicago, Illinois.....	May, 1892.
M. L. Sykes.....	New York, N. Y.....	May, 1892.
W. H. Stewart.....	Chicago, Illinois.....	May, 1892.
D. P. Kimball.....	Boston, Massachusetts.....	May, 1892.
Horace Williams.....	Clinton, Iowa.....	May, 1892.
W. H. Newman.....	Chicago, Illinois.....	May, 1892.
M. M. Kirkman.....	Chicago, Illinois.....	May, 1892.
J. B. Redfield.....	Chicago, Illinois.....	May, 1892.

Total number of stockholders at date of last election:

61.

Number of stockholders in Iowa at date of last election:

2.

Date of last meeting of stockholders for election of directors:

May 20, 1891.

Give post-office address of general office:

Chicago, Ill., and Cedar Rapids, Iowa.

Give post-office address of operating office:

Omaha, Nebraska.

#### OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Marvin Hughitt.....	Chicago, Ill.
First Vice-President.....	Martin L. Sykes.....	New York, N. Y.
Secretary.....	Joseph B. Redfield.....	Chicago, Ill.
Treasurer.....	Marshall M. Kirkman.....	Chicago, Ill.
General Counsel.....	William C. Goudy.....	Chicago, Ill.
General Attorney.....	John B. Hawley.....	Omaha, Neb.
Comptroller.....	Marshall M. Kirkman.....	Chicago, Ill.
Auditor.....	Joseph B. Redfield.....	Chicago, Ill.
General Manager.....	Horace G. Burt.....	Omaha, Neb.
Chief Engineer.....	James E. Ainsworth.....	Omaha, Neb.
General Superintendent.....	Charles C. Hughes.....	Omaha, Neb.
Division Superintendent.....	Henry C. Mahanna.....	Fremont, Neb.
General Superintendent for Iowa.....	Charles C. Hughes.....	Omaha, Neb.
Division Superintendent for Iowa.....	Henry C. Mahanna.....	Fremont, Neb.
Superintendent of Telegraph.....	William P. McFarland.....	Missouri Valley, Iowa.
General Freight Agent.....	Kingsley C. Morehouse.....	Omaha, Neb.
General Passenger Agent.....	John R. Buchanan.....	Omaha, Neb.
General Baggage Agent.....	Oliver W. Whittlesey.....	Missouri Valley, Iowa.
Land Commissioner.....	Charles E. Simmons.....	Chicago, Ill.

#### PROPERTY OPERATED.

FROM—	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Sioux City & Pacific Railroad.....	Sioux City, Iowa.....	Fremont, Neb.....	101.58	
Sioux City & Pacific Railroad.....	Missouri Valley, Ia.....	California Junct.....	5.84	
Total mileage operated.....				107.42
Total mileage operated in Iowa.....				80.47

#### COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
CONSTRUCTION—				
Right of way.....	\$ 926.75	\$ .....	\$ .....	\$ .....
Buildings, furniture and fixtures.....	13,914.24	.....	.....	.....
Sidings and yard extensions.....	5,773.78	.....	.....	.....
Total construction.....	\$ 20,614.77	\$ .....	\$ .....	\$ .....
Grand total cost construction, equipment, etc.....	\$ 20,614.77	\$ 25,609,674.93	\$ 5,921,328.70	\$ 52,330.37
Total cost construction, equipment, etc., State of Iowa (proportional).....	\$ 15,472.06	\$ 4,195,553.97	\$ 4,211,925.13	\$ 52,330.37

\* Impossible to give the details of cost of road and equipment.



## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
CAPITAL STOCK:						
Common.....	60,000	\$ 100.00	\$ 6,000,000.00	\$ 1,899,400.00		
Preferred.....				189,000.00		11,830.00
Total.....	60,000	\$ 100.00	\$ 6,000,000.00	2,088,400.00		11,830.00

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.	REMARKS.
ISSUED FOR CONSTRUCTION:					
Common.....			17,914	Not known.	
ISSUED FOR THE PURCHASE OF THE ROAD BETWEEN MISSOURI VALLEY AND CALIFORNIA JUNCTION:					
Common.....			1,080		
Preferred.....			1,690		
Issued for dividends on earnings.....			Nothing		
Total.....			20,684		
Amount of stock per mile of road.....					\$ 19,255.26
Amount of stock representing road in Iowa (proportional).....					1,549,470.75
Amount of stock held in Iowa.....					1,300.00

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.	Amount paid during year.
First Mortgage.....	Jan. 1, 1898.	Jan. 1, 1898.	\$ 1,628,000.00	\$ 1,628,000.00	\$ 1,628,000.00	Not kn'wn	.06	Jan., July	\$ 97,680.00	\$ 97,770.00
United States government lien.....	M'rch 10, 1898	M'rch 10, 1898	702,000.00	702,000.00	702,000.00	Not kn'wn	.06	On maturity of bonds.	97,600.20	
United States government lien.....	M'rch 30, 1898	M'rch 30, 1898	320,000.00	320,000.00	320,000.00	Not kn'wn	.06			
United States government lien.....	March 3, 1899	March 3, 1899	516,320.00	516,320.00	516,320.00	Not kn'wn	.06			
Total.....			\$ 3,256,320.00	\$ 3,256,320.00	\$ 3,256,320.00		.06		\$ 195,370.20	\$ 97,770.00

Amount of funded debt representing the road in Iowa (proportional), \$2,439,360.17.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 3,256,320.00	\$ 3,256,320.00	\$ 195,370.20	\$ 97,770.00
Total.....	\$ 3,256,320.00	\$ 3,256,320.00	\$ 195,370.20	\$ 97,770.00



## REPORT OF RAILROAD COMMISSIONERS.

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 231,005.88
Due from agents and conductors .....	56,249.15
Total.....	\$ 287,345.03
Materials and supplies on hand, \$70,819.16.	

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Audited vouchers and accounts.....	\$ 17,300.50
Wages and salaries.....	33,971.22
Net traffic balances due to other companies .....	940.33
Matured interest coupons unpaid (including coupons due July 1).....	50,505.00
Balance—Cash assets.....	184,537.89
Total.....	\$ 287,345.03

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount out- standing.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$ 2,068,400.00	\$ 2,068,400.00	\$ .....	107.42	\$19,255.26
Bonds.....	3,256,320.00	3,256,320.00	.....	107.42	30,313.90
Total.....	\$ 5,324,720.00	\$ 5,324,720.00	\$ .....	107.42	\$49,569.16

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED  
THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabil- ties.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Sioux City & Pacific R. R. Co.....	\$ 2,068,400.00	\$ 3,256,320.00	\$ 102,807.14	\$ 5,427,527.14	107.42	\$ 50,526.22
Grand total.....	\$ 2,068,400.00	\$ 3,256,320.00	\$ 102,807.14	\$ 5,427,527.14	107.42	\$ 50,526.22
Grand total for Iowa (pro- portional).....	\$ 1,540,470.75	\$ 2,439,300.17	\$ 77,014.43	\$ 4,065,845.35	80.47	\$ 50,526.22

## INCOME ACCOUNT.

Gross earnings from operation.....	\$ 506,100.11
Less operating expenses.....	280,563.36
Income from operation.....	\$ 219,536.75
Miscellaneous income.....	4,641.59
Total income.....	\$ 224,178.34
DEDUCTIONS FROM INCOME--	
Interest on funded debt accrued.....	185,379.30
Taxes.....	19,757.75
Other deductions, interest on preferred stock.....	11,830.60
Total deductions from income.....	\$ 226,966.95
Deficit.....	\$ 2,788.61
Deficit from operations of year ending June 30, 1891.....	2,788.61
Deficit on June 30, 1890.....	1,440,653.31
Deficit on June 30, 1891.....	\$1,443,441.92

## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEMS	Total receipts.	Deductions, ac- count of re- payments, 6 1/2 %.	Actual earn- ings.
PASSENGER—			
Passenger revenue.....	\$ 207,919.78		
Less repayments:			
Tickets redeemed.....		\$ 290.18	
Excess fares refunded.....		1,928.92	
Total deductions.....		\$ 2,219.10	
Total passenger revenue.....			\$ 205,694.68
Mail.....			18,257.46
Express.....			7,010.67
Extra baggage and storage .....			4,211.54
Other items (train and station privileges).....			233.75
Total passenger earnings.....			\$ 235,428.10
FREIGHT—			
Freight revenue.....	\$ 178,469.11		
Less repayments:			
Overcharge to shippers .....		\$ 4,580.67	
Other repayments .....		289.52	
Total deductions.....		\$ 4,870.19	
Total freight revenue.....			\$ 173,598.92
Other items, (storage and demurrage).....			546.00
Total freight earnings.....			\$ 174,144.92
Total passenger and freight earnings.....			\$ 409,573.02
OTHER EARNINGS FROM OPERATION—			
Rents from tracks, yards, and terminals.....			5,678.79
Rents not otherwise provided for.....			2,643.72
Other sources.....			.50
Total other earnings.....			\$ 8,323.01
Total gross earnings from operation—Iowa.....			\$ 417,896.03
Total gross earnings from operation—entire line.....			\$ 506,100.11

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

DESIGNATION AND SITUATION OF PROPERTY LEASED.	NAME OF COMPANY OWNING PROPERTY LEASED.	ITEM.	TOTAL.
TRACKS:			
Missouri Valley and Fremont.....	F., E. & M. V. R. R. Co.....	\$ 13,508.60	
Total.....			\$ 13,508.60
TERMINALS:			
Sioux City.....	C. St. P., M. & O. R'y Co.....	592.86	
	Ill. Cent. R. R. Co.....	375.77	
	Union Pacific R'y Co.....	129.68	
Total.....			1,098.31
Grand total rents received.....			\$ 14,606.91



## OPERATING EXPENSES.

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>			
Repairs of roadway.....	\$ 14,306.92	\$ 9,921.22	\$ 24,228.14
Repairs of rails.....	38.50	37.07	75.57
Repairs of ties.....	2,198.72	1,546.33	3,745.05
Repairs of bridges and culverts.....	3,641.48	2,561.69	6,203.17
Repairs of fences, road-crossings, signs, and cattle guards.....	837.02	388.67	1,225.69
Repairs of buildings.....	5,820.90	4,093.70	9,914.60
Repairs of telegraph.....	596.14	419.08	1,015.22
Total.....	\$ 27,162.68	\$ 19,102.99	\$ 46,265.67
<b>MAINTENANCE OF EQUIPMENT:</b>			
Repairs and renewals of locomotives.....	\$ 3,783.65	\$ 10,339.23	\$ 14,122.88
Repairs and renewals of passenger cars.....	5,658.28	10,371.22	16,029.50
Repairs and renewals of freight cars.....	3,790.18	2,665.59	6,455.77
Shop machinery, tools, etc.....			
Total.....	\$ 13,232.11	\$ 23,396.04	\$ 36,628.15
<b>CONDUCTING TRANSPORTATION:</b>			
Wages of engineers, firemen and round-housemen.....	\$ 19,591.58	\$ 13,778.58	\$ 33,370.16
Fuel for locomotives.....	22,813.54	1,544.47	24,358.01
Water-supply for locomotives.....	1,118.28	786.48	1,904.76
All other supplies for locomotives.....	1,072.71	754.42	1,827.13
Wages of other trainmen.....	10,871.48	12,048.29	22,919.77
All other train supplies.....	2,696.53	914.39	3,610.92
Wages of switchmen, flagmen and watchmen.....	5,305.78	3,751.49	9,057.27
Expense of telegraph, including train dispatchers and operators.....	3,539.50	2,489.29	6,028.79
Wages of station agents, clerks, and laborers.....	21,021.55	15,206.16	36,227.71
Station supplies.....	977.98	687.80	1,665.78
Switching charges—balance.....		386.19	386.19
Car mileage—balance.....	6,987.07	5,509.09	12,496.16
Loss and damage.....	55.45	2,716.97	2,772.42
Injuries to persons.....	1,703.94	1,146.89	2,850.83
Total.....	\$ 98,345.49	\$ 76,200.51	\$ 174,546.00
<b>GENERAL EXPENSES:</b>			
Salaries of officers.....	\$ 2,373.39	\$ 1,669.17	\$ 4,042.56
Salaries of clerks.....	4,787.34	3,366.88	8,154.22
General office expenses and supplies.....	622.80	458.00	1,080.80
Agencies, including salaries and rent.....	1,675.24	1,178.18	2,853.42
Advertising.....	373.91	262.96	636.87
Commissions.....	1,223.46	125.32	1,348.78
Insurance.....	4.91	3.46	8.37
Rents for tracks, yards and terminals.....	379.91	1,829.61	2,209.52
Rents not otherwise provided for.....	792.37	557.27	1,349.64
Legal expenses.....	1,375.11	967.99	2,343.10
Stationery and printing.....	3,668.16	2,157.89	5,826.05
Total.....	\$ 16,676.60	\$ 12,546.94	\$ 29,223.54
<b>RECAPITULATION OF EXPENSES:</b>			
Maintenance of way and structures.....	\$ 27,162.68	\$ 19,102.99	\$ 46,265.67
Maintenance of equipment.....	13,232.11	23,396.04	36,628.15
Conducting transportation.....	98,345.49	76,200.51	174,546.00
General expenses.....	16,676.60	12,546.94	29,223.54
Grand total.....	\$ 155,416.88	\$ 131,146.48	\$ 286,563.36
Percentage of expenses to earnings—entire line.....	55.37	58.31	56.92
<b>OPERATING EXPENSES—STATE OF IOWA—(Proportional on basis of miles of road)—</b>			
Maintenance of way and structures.....	\$ 20,347.99	\$ 14,310.35	\$ 34,658.34
Maintenance of equipment.....	9,912.58	17,451.43	27,364.01
Conducting transportation.....	73,672.14	57,082.99	130,755.13
General expenses.....	12,402.71	9,399.11	21,801.82
Total.....	\$ 116,425.22	\$ 98,243.88	\$ 214,669.10
Percentage of proportional expenses to earnings—Iowa.....	48.60	55.10	51.37

## MISCELLANEOUS INCOME.

ITEM.	GROSS INCOME.	NET MISCELLANEOUS INCOME.
Profit and loss—Total amount received for wear and tear on this company's machinery and tools used in repairing foreign companies' equipment.....	\$ 4,641.50	\$ 4,641.50
Total.....	\$ 4,641.50	\$ 4,641.50

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 5,600,974.93	\$ 5,631,328.70	\$ 30,353.77	
Cost of equipment.....	340,071.08	287,345.00	47,726.08	
Cash current assets.....				
OTHER ASSETS—				
Materials and supplies.....	70,843.99	70,819.16		24.83
Due from U. S. Government, adjusted.....	107,837.02	107,537.92		299.10
Not yet adjusted.....	118,708.88	145,303.91	27,195.03	
Profit and loss.....	1,440,633.31	1,443,441.92	2,788.61	
Grand total.....	\$ 7,578,230.11	\$ 7,576,375.74	\$ 1,854.37	

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 2,008,400.00	\$ 2,008,400.00		
Funded debt.....	1,028,000.00	1,028,000.00		
U. S. Government lien.....	1,028,320.00	1,028,320.00	86.43	
Current liabilities.....	109,730.71			
Accrued interest on preferred stock.....	2,957.51	2,957.51		
Interest on U. S. Govt. lien.....	2,148,191.89	2,145,801.09	2,390.80	
Grand total.....	\$ 7,578,230.11	\$ 7,576,375.74	\$ 1,854.37	

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## EXPRESS COMPANIES.

This company has a contract with Wells, Fargo & Co., dated November 23d, 1886, by which the express company agrees to pay 30 cents per mile per day, 30 days per month, for the carriage of an average daily weight of 6,000 pounds of express matter, [4,000 pounds westward and 2,000 pounds eastward,] and 30 cents per 100 pounds per 100 miles for any excess of weight over the line between Missouri Valley and Fremont.

The express business over the line between Missouri Valley and Sioux City is done by the American Express Co., it pays tariff rates, having no written contract.

## MAILS.

This company carries the United States mails upon orders of the Postoffice Department, for such compensation as may be from time to time fixed.



## SLEEPING, PARLOR OR DINING CAR COMPANIES.

Sleeping cars are run, owned by the Wagner Palace Car Company and by the Pullman Palace Car Company, by which companies the charges are made and collected. No written contract.

## OTHER RAILROAD COMPANIES.

This company has an agreement with the Fremont, Elkhorn and Missouri Valley Railroad Company, under date of November 1, 1884, giving that company the right to joint use with this company, this company's track between Missouri Valley and Fremont. The F. E. & M. V. R. R. Co. to pay the S. C. & P. R. R. Co., a sum equal to one-half of six per cent per annum of the valuation of the property so used, also its proportion of the cost of maintenance based upon wheelage and one-half of the taxes.

Agreement with Union Pacific R'y Co., Chicago, St. Paul, Minneapolis & Omaha R'y Co., and Illinois Central Railroad Co., whereby these companies acquire the joint use with this company of its passenger depot at Sioux City, also of certain tracks in Sioux City leading to same. U. P. R'y Co., and C., St. P., M. & O. R'y Co., pay for the use of same, their proportion determined on the basis of passenger car arrivals, of five per cent per annum on the valuation of the property used; also their proportion of cost of repairs to and expenses at said depot.

The I. C. R. R. pay its proportion of above expenses with exception of interest on the valuation of the tracks. No written contract.

## TELEGRAPH COMPANIES.

The contract with the Western Union Telegraph Company, dated April 1, 1871, leases to that company this company's telegraph line for a term of twenty-five years and provides that this company shall have the use of sufficient wires and facilities for the business of the railroad under certain regulations as to their use.

## EMPLOYEES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General office clerks.....	5	1,565	\$ 3,205.91	\$2.01
Station agents.....	14	4,382	108,000.00	2.46
Other station men.....	41	12,833	24,809.09	1.93
Enginemen.....	14	4,382	18,164.43	4.15
Firemen.....	17	5,321	12,084.13	2.44
Conductors.....	8	2,504	8,866.02	3.54
Other trainmen.....	17	5,321	10,700.12	2.01
Machinists.....	51	15,963	32,336.88	2.03
Carpenters.....	67	20,971	38,431.17	1.83
Other shopmen.....	190	59,470	96,635.69	1.63
Section foremen.....	14	4,382	7,200.00	1.64
Other trackmen.....	45	14,085	18,348.82	1.30
Switchmen, flagmen, and watchmen.....	30	9,390	19,833.54	2.11
Telegraph operators and dispatchers.....	9	2,817	4,869.06	1.71
All other employees and laborers.....	16	5,068	12,659.57	2.53
Total (including general officers)—Iowa.....	538	168,394	\$ 319,784.43	\$1.90
DISTRIBUTION OF ABOVE—				
General administration.....	10	3,130	7,852.83	\$2.51
Maintenance of way and structures.....	79	24,727	38,243.08	1.55
Maintenance of equipment.....	162	50,706	99,568.44	1.96
Conducting transportation.....	287	89,831	174,120.08	1.94
Total (including general officers)—Iowa.....	538	168,394	\$ 319,784.43	\$1.90
Less general officers.....				
Total (excluding general officers)—Iowa.....	538	168,394	\$ 319,784.43	\$1.90
Total (including general officers)—entire line.....	630	197,100	\$ 378,070.44	\$1.92

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	FROM—	TO—	MILES.		
First mortgage bonds.....	Sioux City.....	Fremont.....	101.58	\$ 16,035.77	All ..
U. S. Subsidy Bonds (2d mortgage).....	Sioux City.....	Fremont.....	101.58	\$ 16,029.99	All ..

## PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF IOWA.

PASSENGER TRAFFIC:	
Number of passengers carried earning revenue.....	206,718
Number of passengers carried one mile.....	8,254,974
Average distance carried—miles.....	39.93
Total passenger revenue.....	\$ 205,604.66
Average amount received from each passenger.....	.99.505
Average receipts per passenger per mile.....	.02.492
Estimated cost of carrying each passenger one mile.....	.01.248
Total passenger earnings.....	235,128.10
Passenger earnings per mile of road.....	2,925.66.298
Passenger earnings per train-mile.....	1.34.217
FREIGHT TRAFFIC:	
Number of tons carried of freight earning revenue.....	371,621
Number of tons carried one mile.....	13,672,547
Average distance haul of one ton—miles.....	37
Total freight revenue.....	\$ 173,598.92
Average amount received for each ton of freight.....	46.780
Average receipts per ton per mile.....	01.209
Estimated cost of carrying one ton one mile.....	00.718
Total freight earnings.....	174,144.92
Freight earnings per mile of road.....	2,164.00.742
Freight earnings per train-mile.....	1.43.165
PASSENGER AND FREIGHT:	
Passenger and freight revenue.....	\$ 379,203.60
Passenger and freight revenue per mile of road.....	4,713.48
Passenger and freight earnings.....	400,573.02
Passenger and freight earnings per mile of road.....	5,089.76
Gross earnings from operation.....	417,896.63
Gross earnings from operation per mile of road.....	5,193.19
Expenses (proportional on basis of miles of road).....	214,009.09
Expenses per mile of road.....	2,607.99
TRAIN MILEAGE:	
Miles run by passenger trains.....	174,556
Miles run by freight trains.....	119,081
Miles run by mixed trains.....	3,416
Total mileage trains earning revenue.....	297,053
Miles run by switching trains.....	109,854
Miles run by construction and other trains.....	618
Grand total train mileage.....	407,519
Mileage of loaded freight cars—north or east.....	768,300
Mileage of loaded freight cars—south or west.....	709,591
Mileage of empty freight cars—north or east.....	409,687
Mileage of empty freight cars—south or west.....	261,187
Average number of freight cars in train.....	17.5
Average number of loaded cars in train.....	12
Average number of empty cars in train.....	5.5
Average number of tons of freight in train.....	111.62
Average number of tons of freight in each loaded car.....	9.8



## PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue.....	230,005	
Number of passengers carried one mile.....	9,329,450	
Average distance carried.....	40.74	
Total passenger revenue.....		\$ 235,712.17
Average amount received from each passenger.....		1.02.929
Average receipts per passenger per mile.....		.02.527
Estimated cost of carrying each passenger one mile.....		.01.696
Total passenger earnings.....		272,175.99
Passenger earnings per mile of road.....		2,533.75
Passenger earnings per train mile.....		1,37.923

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue.....	463,002	
Number of tons carried one mile.....	16,726,440	
Average distance haul of one ton, miles.....	41.50	
Total freight revenue.....		215,376.52
Average amount received for each ton of freight.....		.53.443
Average receipts per ton per mile.....		.01.288
Estimated cost of carrying one ton one mile.....		.00.784
Total freight earnings.....		215,022.52
Freight earnings per mile of road.....		2,010.08
Freight earnings per train mile.....		1,55.568

## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	451,088.69	
Passenger and freight revenue per mile of road.....		4,190.30
Passenger and freight earnings.....	488,008.51	
Passenger and freight earnings per mile of road.....		4,543.83
Gross earnings from operation.....	506,100.11	
Gross earnings from operation per mile of road.....		4,711.41
Expenses.....	286,563.36	
Expenses per mile of road.....		2,607.69

## TRAIN MILEAGE:

Miles run by passenger trains.....	194,472	
Miles run by freight trains.....	130,193	
Total mileage trains earning revenue.....	346,135	
Miles run by switching trains.....	120,815	
Miles run by construction and other trains.....	618	
Grand total train mileage.....	467,568	
Mileage of loaded freight cars—north or east.....	895,675	
Mileage of loaded freight cars—south or west.....	786,913	
Mileage of empty freight cars—north or east.....	487,109	
Mileage of empty freight cars—south or west.....	288,509	
Average number of freight cars in train.....	17.4	
Average number of loaded cars in train.....	11.9	
Average number of empty cars in train.....	5.5	
Average number of tons of freight in train.....	118.1	
Average number of tons of freight in each loaded car.....	9.9	

## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF AGRICULTURE—				
Grain.....	30,586	5,302	44,888	14.17
Flour.....	919	1,200	2,179	.69
Other mill products.....	4,166	504	4,670	1.47
Hay.....	12,536	743	13,279	4.20
Tobacco.....		281	281	.09
Fruit and vegetables.....	15	9,665	9,678	3.06
PRODUCTS OF ANIMALS—				
Live stock.....	17,421	7,051	24,472	7.72
Dressed meats.....	3,076	218	3,294	1.04
Other packing-house products.....	10,425	1,437	11,862	3.74
Poultry, game and fish.....	181	473	654	.17
Wool.....	41	6	47	.01
Hides and leather.....	271	601	872	.28
PRODUCTS OF MINES—				
Anthracite coal.....		1,773	1,773	.56
Bituminous coal.....		49,894	49,894	15.75
Coke.....		1,133	1,133	.36
Stone, sand, and other articles.....	1,694	3,626	5,320	1.68
PRODUCTS OF FOREST—				
Lumber and wood.....	4,322	43,114	47,436	14.97
MANUFACTURES—				
Petroleum and other oils.....	247	1,792	2,039	.64
Sugar.....		1,580	1,580	.50
Iron, pig and bloom.....	17	60	77	.02
Iron and steel rails.....	145	3,672	3,817	1.20
Other casting and machinery.....	319	1,097	1,416	.45
Bar and sheet metal.....		87	87	.03
Cement, brick and lime.....	14,132	1,229	15,361	4.85
Agricultural implements.....	304	1,038	1,341	.42
Wagons, carriages, tools, etc.....	303	1,351	1,654	.49
Wines, liquors and beers.....		1,727	1,727	.55
Household goods and furniture.....	507	2,737	3,244	1.02
MERCHANDISE.....	2,319	22,790	25,079	7.91
MISCELLANEOUS—				
Other commodities not mentioned above.....	30,869	7,039	37,908	11.06
Total tonnage—Iowa.....	143,734	173,132	316,866	100
Total tonnage—entire line.....	169,420	233,582	403,002	100

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
None.....				Oak.....	813	1.01
				Cedar.....	4,084	.49.7
Total.....				Total.....	4,897	.58



## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES:						
Passenger.....	5	5	5	Westinghouse...		
Freight.....	6	6	5			
Switching.....	1	1				
Total locomotives.....	12	12	10			
CARS IN PASSENGER SERVICE—						
Second-class passenger cars.....	5	5	5	Westinghouse...	5	Miller.
Combination passenger cars.....	5	5	5	Westinghouse...	5	Miller.
Baggage, express, and postal cars.....	3	3	3	Westinghouse...	3	Miller.
Total.....	13	13	13		13	
CARS IN FREIGHT SERVICE:						
Box cars.....	90	90				
Flat cars.....	46	46				
Stock cars.....	20	20				
Total.....	156	156				
CARS IN COMPANY'S SERVICE—						
Derrick cars.....	12	12				
Caboose cars.....	3	3	1	Westinghouse...	1	Miller.
Other road cars.....	3	3				
Total.....	17	17	1		1	
Total cars owned.....	186	186	14		14	
Grand total cars.....	186	186	14		14	

## CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal—bituminous.	Cords of wood—soft.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger.....	6,060.41	238.60	6,179.71	175,461	70.4
Freight.....	5,157.86	160.92	5,298.31	116,619	89.7
Switching.....	2,080.87	149.81	3,035.78	109,854	55.6
Construction.....	98.00	5.55	101.38	4,424	45.8
Total.....	14,297.74	554.88	14,575.18	406,358	71.7
Average cost at distributing point.....	\$ 2.41	\$ 2.86			

## TELEGRAPH.

## OWNED BY COMPANY MAKING THIS REPORT.

Operated by this company for company's business only, 80.47 miles of line, 86.37 miles of wire; operated by Western Union Telegraph Company, 80.47 miles of line, 86.37 miles of wire.

## OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Owned and operated by Western Union Telegraph Company, 151.40 miles of wire; 24.90 miles of wire owned by Western Union Telegraph Company and operated by Sioux City & Pacific Railroad Company for company's business only.

## MILEAGE.

## A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of pro- prietary companies.	Line operated under lease.	Line operated under con- tract, etc.	Line operated under track- age rights.	Total mileage operated.	New line con- structed dur- ing year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track .....	10,742						10,742		80	108.02
Miles of yard track and sidings .....	2,963						2,963	120	26.92	2.71
Total mileage operated (all tracks).....	13,705						13,705	120	27.72	109.33

## B. MILEAGE OF LINE BY STATES AND TERRITORIES.

## I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line of pro- prietary companies.	Line operated under lease.	Line operated under con- tract, etc.	New line con- structed dur- ing year.	Total mileage, excluding trackage rights.	Line operated under track- age rights.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Iowa .....	80.47								80	79.67
Nebraska.....	26.95								80	26.95
Total mileage operated (single track).....	107.42						107.42		80	106.62

## II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Main line.	Branches and spurs.		Line of pro- prietary companies.	Line operated under lease.	Line operated under con- tract, etc.	Line operated under track- age rights.	Total mileage owned (single track).	New line con- structed dur- ing year.	RAILS.	
	Miles of single track.	Miles of yard track and sidings.		10,742	2,963							Iron.	Steel.
Iowa.....				80.47						80.47		80	79.67
Nebraska.....				26.95						26.95		80	26.95
Total mileage owned (single track).....				107.42						107.42		80	106.62



## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EM- PLOYES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....				12				9
Falling from trains and engines.....								12
Getting on or off train.....				1		1		4
Fell on ice with ft and on cars.....						1		4
Using tools.....						5		5
Struck by train.....						1		1
Throwing lever of coach, fell on thumb.....						1		1
Falling material, etc.....						3		7
Handling freight.....		12				1		3
Total.....		16		3		17		26

KIND OF ACCIDENT.	OTHERS.							
	PASSEN- GERS.		TRESPASS- ING.		NOT TRES- PASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings.....						1		1
Getting on train.....								
Struck by train.....		1				12		13
Fell from train.....				1			1	
Knocked down by hard coupling.....		1						
Total.....		3		1		3	1	3

## CAR MILEAGE.

State below all individuals, co-operative fast freight lines, and stock companies, to which the company making this report pays mileage for the use of cars.

Anglo-American Produce Co.	Kansas City Dressed Beef Line.
American Refrigerator Transit Co.	Liquid Freight Line.
Armour Refrigerator Line.	Menasha, W. W. Co.
Barrett & Barrett.	Mattoon Manufacturing Co.
Blue Line.	Mann Bros.
Canada Southern Line.	Merchants Despatch Transportation Co.
California Fruit Transit Co.	National Despatch Line.
Canada Cattle Car Co.	New England Car Co.
Chicago Refrigerator Car Co.	Omaha Packing Co.
Cudahy Refrigerator Line.	Paragon Refining Co.
Canadian Pacific Despatch.	Red Line.
Cupples, Samuel, Wooden Ware Co.	Street's Stable Car Co.
Crocker Chair Co.	Silberhorn Co.
Erie Dispatch.	St. Louis Refrigerator Car Co.
Empire Line.	Swift's Refrigerator Line.
Fairbanks, N. K., & Co.	Union Line.
Havens, C. B. & Co.	Union Tank Line.
Hicks' Stock Car Co.	Union Refrigerator Transit Co.
Hammond Refrigerator Line.	White Line.
Keystone Palace Horse Car Co.	

## CHARACTERISTICS OF ROAD.

WORKING DIVISION OR BRANCHES.	MILES.	ALIGNMENT.						PROFILE.					
		Number of curves.			Length of straight line—miles.			Sum of ascents, feet.			Sum of descents, feet.		
		37.01	23	6.47	31.14	11.78	10.71	369	16	390.50	44	125.00	6.12
Missouri Valley.....		69.81	11	3.84	63.97	25.21	2.22	33.40	44	125.00	44	125.00	42.38
Sioux City.....		107.42	34	10.31	97.11	35.69	21.03	432.40	60	335.00	60	335.00	48.50
Total.....													
ITEM.	Number.	Aggregate length of ascending grades, miles.			Aggregate length of descending grades, miles.			Minimum length in feet.			Maximum length in feet.		
		Sum of ascents, feet.			Sum of descents, feet.			Sum of ascents, feet.			Sum of descents, feet.		
		369	16	390.50	44	125.00	6.12	369	16	390.50	44	125.00	6.12
Bridges—													
Wooden													
Combination													
Total													
Trestles													

BRIDGES, TRESTLES, TUNNELS, ETC.



## OVERHEAD RAILWAY CROSSINGS—

Bridges.....	1
Height of lowest above surface of rail, feet. ....	21.6

## GAUGE OF TRACK—

Four feet, eight and one-half inches; 80.47 miles.

STATE OF ILLINOIS, } ss.  
COUNTY OF COOK, }

We, the undersigned, M. Hughitt, President, and J. B. Redfield, Auditor, of the Sioux City & Pacific Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all the financial operations of said company during the period for which said return is made.

M. HUGHITT,  
President.

J. B. REDFIELD,  
Auditor.

Subscribed and sworn to before me this 12th day of September, 1891.

J. F. CLEVELAND,  
Notary Public.

## ANNUAL REPORT

OF THE

TABOR & NORTHERN RAILWAY COMPANY.

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
102.
- Page 7. Give the names of your attorneys in Iowa.  
Superintendent track, bridges and repairs, for Iowa.  
A. S. Prouty, Tabor, Iowa.  
Division superintendents for Iowa.
- Page 11. Total mileage operated in Iowa.
- Page 13. Total mileage in Iowa.
- Page 17. 1—Amount of stock issued for dividends on earnings.  
2—Amount of stock per mile of road.  
3—Amount of stock representing road in Iowa.  
4—Amount of stock held in Iowa.
- Page 19. Amount of funded debt representing road in Iowa.
- Page 27. Grand total for Iowa.
- Page 33. Taxes paid in Iowa.
- Page 45. 1—Operating expenses per mile of road.  
2—Operating expenses per train mile.  
3—Proportion of operating expenses and taxes for Iowa.  
4—Percentage of expenses to earnings.  
5—Net earnings per train mile.  
6—Percentage of earnings to stock and debt.  
7—Percentage of earnings to cost of road and equipment.  
8—Surplus at the commencement of the year.  
9—Surplus at the close of the year.  
10—Amount of its own stock owned by the company.
- Page 46. Fencing in Iowa.  
1—How many miles of fencing on your road in Iowa?  
2—How many miles of unfenced road in Iowa?  
3—What is the average cost per mile of fencing?  
4—What is the total cost of the same?  
5—How many miles of new fencing built during the year?
- Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.  
2—Average number of tons in cars when in less than car lots.  
3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
4—Give the names of and the following information concerning each station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.  
a—Total receipts for freight forwarded to points outside the State.  
b—Total receipts for freight received from points outside the State.  
c—Total receipts for freight forwarded to points within the State.



- d—Total receipts for freight received from points within the State.  
 e—Total receipts from passengers destined to points outside the State.  
 f—Total receipts from passengers from points outside the State.  
 g—Total receipts from passengers destined to points within the State.  
 h—Total receipts from passengers from points within the State.
- 3—Total amount received from local freight.  
 6—Total amount received for through freight.  
 7—Number of tons of local freight carried.  
 8—Total amount received from freight originating in Iowa and passing outside the State.  
 9—Total amount received from freight originating outside the State and destined to points in Iowa.  
 10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?  
 11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?  
 12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?  
 13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?  
 14—What per cent of freight received at each station on your road is local and what per cent interstate?  
 15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?  
 16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?  
 17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?  
 18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?  
 19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 64. Tonnage crossing Mississippi river bridge at ..... for the year ending June 30, 1891.  
 East bound, number of tons.....  
 West bound, number of tons.....  
 Total tons.....  
 Tonnage crossing Missouri river bridge at ..... for the year ending June 30, 1891.  
 East bound, number of tons.....  
 West bound, number of tons.....  
 Total tons.....

Page 69. Under heading "State or Territory" insert Iowa.

Page 77. Under "Overhead Highway Crossings" insert Overhead Farm Crossings.  
 Under "Conduits," insert farm crossings, "Under."

#### LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.  
 2—State the number of acres yet to inure to your company from congressional grants.  
 3—State the average price at which these lands have been sold or contracted by the company.  
 4—State the number of acres sold.  
 5—State the amount received from sales.  
 6—State the amount unpaid on outstanding contracts.  
 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.  
 8—State the amount expended in sale and management of lands.  
 9—State the amount of taxes paid on lands.  
 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.

- 11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.
- Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?  
 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.  
 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

No answers were received to the above list of questions.

#### HISTORY.

Name of common carrier making this report:  
 Tabor & Northern Railway Company.

Date of organization:  
 November 3, 1887.

Under laws of what Government, State or Territory organized? If more than one, name all.  
 Give reference to each statute and all amendments thereof.  
 State of Iowa.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:  
 One only and original company.

(For companies not making operating reports.) What carrier operates the road of this company?

T. & N. R'y Co.

#### ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
P. B. Clark.....	Tabor, Iowa.....	Last Saturday of September, 1891.
Thos. McClelland.....	Tabor, Iowa.....	Last Saturday of September, 1892.
Wm. M. Brooks.....	Tabor, Iowa.....	Last Saturday of September, 1893.
L. W. Bochner.....	Tabor, Iowa.....	Last Saturday of September, 1891.
A. S. Prouty.....	Tabor, Iowa.....	Last Saturday of September, 1894.
A. T. West.....	Tabor, Iowa.....	Last Saturday of September, 1895.
J. E. Todd.....	Tabor, Iowa.....	Last Saturday of September, 1896.

Total number of stockholders at date of last election?  
 One hundred and two.

Date of last meeting of stockholders for election of directors?  
 Last Saturday of September, 1890.

Give post-office address of general office:  
 Tabor, Iowa.

Give post-office address of operating office:  
 Tabor, Iowa.

#### OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Thos. McClelland.....	Tabor, Iowa.
First Vice-President.....	Wm. M. Brooks.....	Tabor, Iowa.
Secretary.....	A. T. West.....	Tabor, Iowa.
Treasurer.....	J. E. Todd.....	Tabor, Iowa.
Auditor.....	J. C. Tipple.....	Tabor, Iowa.
General Manager.....	Thos. McClelland.....	Tabor, Iowa.
Superintendent Tracks, Bridges and Repairs.....	A. S. Prouty.....	Tabor, Iowa.
General Passenger Agent.....	J. C. Tipple.....	Tabor, Iowa.



## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of road named.
	FROM—	TO—		
Tabor & Northern R. R. Co.	Tabor, Iowa.	Malvern, Iowa.	9.66	9.66
Total.				

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Rate.	DIVIDENDS DECLARED DURING THE YEAR.
CAPITAL STOCK—						
Common	2,400	\$ 50	120,000.00	28,450.00		
Preferred						
Total	2,400	\$ 50	120,000.00	28,450.00		

## MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of shares issued during the year.	Amount of authorized issue.	Cash realized on amount issued during year.	Total number of shares issued.	Cash realized on amount issued.	Total cash realized.	REMARKS.
ISSUED FOR CASH—							
Common	21	\$ 1,571.40	253	253	\$ 12,671.40		
Total	21	\$ 1,571.40	253	253	\$ 12,671.40		

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		When due.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	INTEREST.		
	Date of issue.								When payable.	Amount accrued during year.	Amount paid during year.
Mortgage	Jan. 1, 1890	Jan. 1, 1900	\$ 40,000.00	20,200.00	20,200.00	15,320.00	6.14% Jan. 1, 1900	1.912.00			
Notes secured by mortgage						184.00	8 Annually	14.72			
Notes unsecured						30,440.55	8 Semi-Ann. ly.	2,188.86			
Grand total			\$ 40,000.00	20,200.00	50,824.55	45,054.55		\$ 3,415.00			

## EQUIPMENT TRUST OBLIGATION.

## A. GENERAL STATEMENT.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	EQUIPMENT COVERED.	REMARKS.
				One locomotive	We are to pay \$2,500 for locomotive, \$50.00 per month.
				One passenger car	For the two cars we are to pay \$1,500, \$50.00 per month until principal and interest at 8 per cent is paid.
				One baggage car	



FUNDED DEBT—CONTINUED.  
B. STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS--PRINCIPAL.		DEFERRED PAYMENTS--INTEREST.		Rate.
		Original amount.	Amount outstanding.	Original amount.	Amount accrued during year.	
Total.....	\$	4,000.00	3,875.00	\$	534.00	533.00
Miscellaneous obligations.....	\$	4,000.00	3,875.00	\$	334.00	533.00
Total miscellaneous obligations.....	\$		50,824.55	\$	3,415.00	1,302.72
*Eight and ten per cent.	\$		54,899.55	\$	3,750.30	1,755.72

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 20,384.00	\$ 20,384.00	1,226.72	14.72
Miscellaneous obligations.....	54,699.55	54,699.55	3,750.26	1,755.72
Total.....	\$ 75,083.55	\$ 75,083.55	4,976.98	1,770.44

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Bills receivable, doubtful .....	\$ 310.00
Net traffic balances due from other companies .....	79.35
Due from solvent companies and individuals .....	507.50
Taxes due from Malvern—estimated .....	300.00
Taxes due from Tabor—estimated .....	1,200.00
Balance—current liabilities .....	27,704.62
Total .....	\$ 32,191.47

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Loans and bills payable.....	\$ 30,440.55
Audited vouchers and accounts.....	509.00
Wages and salaries .....	125.00
Net traffic balances due to other companies.....	227.74
Matured interest coupons unpaid.....	1,818.00
Rental due July 1.....	41.00
Miscellaneous .....	40.18
Balance—Cash assets.....	32,181.47
Total.....	\$ 32,191.47

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

AMOUNT.	TOTAL AMOUNT OUTSTANDING.	APPORTIONMENT TO RAILROADS.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$ 28,450.00	\$ 28,450.00	9.06	\$ 3,140.17
Bonds.....	50,824.55	50,824.55		5,009.27
Equipment trust obligation.....	38.75	3,875.00		427.81
Total.....	\$ 83,149.55	\$ 83,149.55	9.06	\$ 9,177.25

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED.)  
THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Tabor & Northern R. R.....	\$ 28,450.00	\$ 20,200.00	\$ 29,704.62	\$ 78,354.62	9.06	\$ 9,105.98
Grand total.....	\$ 28,450.00	\$ 20,200.00	\$ 29,704.62	\$ 78,354.62	9.06	\$ 9,105.98



## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile of road owned.
	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.			
<b>CONSTRUCTION</b>						
Fences.....	\$ 350.00			\$ 70,104.00	\$ 71,785.40	\$ 7,921.12
Rolls.....	480.00					
Buildings, furniture and fixtures.....	85.00					
Shop machinery and tools.....	66.00					
Sidings and yard extensions.....	680.40					
Total construction.....	\$ 1,661.40	\$ 1,661.40		\$ 70,104.00	\$ 71,785.40	\$ 7,921.12
<b>EQUIPMENT:</b>						
Locomotives.....				\$ 2,500.00	\$ 2,500.00	\$ 275.03
Passenger cars.....					1,000.00	120.08
Other cars of all classes.....					500.00	55.12
Total equipment.....				\$ 2,500.00	\$ 4,000.00	\$ 451.13
Grand total cost construction, equipment, etc.....	\$ 1,661.40	\$ 1,661.40		\$ 72,604.00	\$ 75,885.40	\$ 8,372.25
Total cost construction, equipment, etc., State of Iowa.....	\$ 1,661.40	\$ 1,661.40		\$ 72,604.00	\$ 75,885.40	\$ 8,372.25

The locomotive and cars used by the Tabor & Northern Railway are rented, with the privilege of purchasing the same. Fifty dollars per month is to be paid for locomotive and thirty dollars per month for the two cars, with the privilege of purchasing at the prices named above.

## INCOME ACCOUNT

## FOR ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.....	\$ 8,219.64
Less operating expenses.....	8,149.19
Income from operation.....	\$ 70.55
Income from other sources.....	\$ 4,582.99
Total income.....	\$ 4,653.54
<b>DEDUCTIONS FROM INCOME:</b>	
Interest on funded debt accrued.....	\$ 1,276.72
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	3,750.26
Taxes.....	7.50
Permanent improvements.....	1,661.40
Total deductions from income.....	\$ 6,648.18
Deficit.....	\$ 1,990.34
Deficit from operations of year ending June 30, 1891.....	\$ 1,995.84
Deficit on June 30, 1890.....	1,487.96
Deficit on June 30, 1891.....	\$ 3,483.80

## EARNINGS FROM OPERATIONS—STATE OF IOWA.

ITEM.	Total receipts.	Deductions, account of re-payments, etc.	Actual earnings.
<b>PASSENGER:</b>			
Passenger revenue.....	\$ 2,653.75		
Total passenger revenue.....	\$ 2,653.75		
Mail.....	402.12		
Express.....	109.88		
Total passenger earnings.....			\$ 3,555.75
<b>FREIGHT:</b>			
Total freight revenue.....			\$ 4,053.89
Total passenger and freight earnings.....			\$ 8,219.64
Total gross earnings from operation—entire line.....			\$ 8,219.64

## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>			
Repairs of roadway.....			
Renewals of rails.....			
Renewals of ties.....			
Repairs of bridges and culverts.....			
Repairs of fences, road crossings, signs and cattle guards.....			\$ 2,487.28
Repairs of buildings.....			
Repairs of docks and wharves.....			
Repairs of telegraph.....			
Other expenses.....			
Total.....			\$ 2,487.28



## OPERATING EXPENSES—CONTINUED.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF EQUIPMENT—</b>			
Repairs and renewals of locomotives .....			350.00
Repairs and renewals of passenger cars .....			10.00
Shop machinery, tools, etc .....			30.00
Total .....			\$ 390.00
<b>CONDUCTING TRANSPORTATION—</b>			
Wages of engineers, firemen and round-housemen .....			1,320.00
Fuel for locomotives .....			1,702.12
Water supply for locomotives .....			100.00
All other supplies for locomotives .....			50.00
Wages of other trainmen .....			420.00
Car mileage—balance .....			8.72
Loss and damage .....			102.97
Total .....			\$ 3,703.81
<b>GENERAL EXPENSES—</b>			
Salaries of officers .....			\$ 375.00
Advertising .....			17.00
Insurance .....			78.58
Expense of stock yards and elevators .....			100.00
Rents not otherwise provided for .....			760.12
Legal expenses .....			150.00
Stationery and printing .....			87.50
Total .....			\$ 1,568.00
<b>RECAPITULATION OF EXPENSES—</b>			
Maintenance of way and structures .....			\$ 2,487.28
Maintenance of equipment .....			390.00
Conducting transportation .....			3,703.81
General expenses .....			1,568.00
Grand total .....			\$ 8,149.09
Percentage of expenses to earnings—entire line .....			90.1

## RENTALS PAID.

## RENTS PAID FOR LEASE OF OTHER PROPERTY.

Paid Chicago, Burlington & Quincy for use of right of way—Malvern, \$5.00.

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road .....		\$ 71,715.41	\$ 1,661.40	
Cost of equipment .....		4,060.00	1,590.00	
Cash and current assets .....		2,485.89		5,315.22
Profit and loss .....		1,007.44	509.48	
Grand total .....		\$ .....	\$ .....	

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock .....	\$ 20,900.00	\$ 28,450.00	1,550.00	
Funded debt .....	20,300.00	20,384.00		
Current liabilities .....	30,520.05	29,704.62		815.43
Grand total .....	\$ .....	\$ .....	\$ .....	

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## EXPRESS COMPANIES.

With American Express Company, to pay ten dollars a month for express messenger and fifteen cents per hundred pounds for all express matter carried—ten pounds to be reckoned the minimum weight.

## MAILS.

With United States Government, to carry mail for \$42.75 per mile per annum.

The Tabor and Northern Railway has no contract with any sleeping, parlor or dining car company, freight or transportation company or line, other railroad company, steamboat or steamship company, telegraph company, or other contract, except the contract for rolling stock spoken of elsewhere.

There are no bonds or mortgages, except as mentioned in recapitulation of funded debt.

## IMPORTANT CHANGES DURING THE YEAR—STATE OF IOWA.

None of any importance.

## EMPLOYES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers. We have paid the Auditor \$300.00 and the Superintendent \$75.00 during the year .....	6		\$ 375.00	\$ .....
Engineers .....	1		720.00	2.30
Firemen .....	1		420.00	1.34
Conductors .....	1		420.00	1.34
Section foremen .....	1		420.00	1.34
Other trackmen, average number .....	2			1.15
Watchmen, about five months .....	1		175.00	1.34
Total (including general officers)—Iowa .....	13		\$ 2,530.00	
Less general officers .....				
Total (excluding general officers)—Iowa .....	7			
<b>DISTRIBUTION OF ABOVE—</b>				
General administration .....	6			
Maintenance of way and structures .....	3			
Maintenance of equipment .....	1			
Conducting transportation .....	3			
Total (including general officers)—Iowa .....	13			
Less general officers .....	6			
Total (excluding general officers)—Iowa .....	7			

The general officers of the Tabor & Northern Railway have given considerable time to the work and operation of the road, but without compensation, except as stated.

We employ one section boss, and he employs from one to six men to help him, as occasion requires, and they have been paid \$1.17 per day.



## PASSENGER, FREIGHT AND TRAIN MILEAGE—STATE OF IOWA.

## PASSENGER TRAFFIC—

Number of passengers carried earning revenue .....	8,472	
Number of passengers carried one mile .....	67,776	
Average distance carried, miles .....	8	
Total passenger revenue .....	\$	2,953.75
Average amount received from each passenger .....		34.864
Average receipts per passenger per mile .....		.04.358
Estimated cost of carrying each passenger one mile .....		
Total passenger earnings .....		3,553.65
Passenger earnings per mile of road .....		302.23.5
Passenger earnings per train mile .....		

## FREIGHT TRAFFIC—

Number of tons carried of freight earning revenue .....	4,659	
Number of tons carried one mile .....	37,272	
Average distance haul of one ton .....	8	
Total freight earnings .....		4,663.89
Freight earnings per mile of road .....		514.77
Freight earnings per train mile .....		

## PASSENGER AND FREIGHT—

Passenger and freight revenue .....		7,617.64
Passenger and freight revenue per mile of road .....		840.79
Passenger and freight earnings .....		8,219.64
Passenger and freight earnings per mile of road .....		907.24
Gross earnings from operation .....		8,217.69
Gross earnings from operation per mile of road .....		907.24
Expenses .....		8,149.09
Expenses per mile of road .....		899.45

## TRAIN MILEAGE—

Miles run by passenger trains .....	12,486	
We have only one locomotive, and carry passengers, mail, express and freight on same train.		

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue .....	8,472	
Number of passengers carried one mile .....	67,776	
Average distance carried, miles .....	8	
Total passenger revenue .....	\$	2,894.40
Average amount received from each passenger .....		34.16
Average receipts per passenger per mile .....		.03.88

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue .....	4,659	
Number of tons carried one mile .....	37,272	
Average distance haul of one ton .....	8	
Total freight revenue .....	\$	4,663.89
Average amount received for each ton of freight .....		1,00.1
Average receipts per ton per mile .....		.12.5
Total freight earnings .....		4,663.89
Freight earnings per mile of road .....		514.77

## PASSENGER AND FREIGHT:

Passenger and freight revenue .....	\$	7,617.64
Passenger and freight revenue per mile of road .....		840.79
Passenger and freight earnings .....		8,219.64
Passenger and freight earnings per mile of road .....		907.24
Gross earnings from operation .....		8,148.08
Gross earnings from operation per mile of road .....		907.24
Expenses .....		8,149.09
Expenses per mile of road .....		899.45

## TRAIN MILEAGE:

Miles run by passenger trains .....	12,486	
Mileage of loaded freight cars—north or east .....	2,700	

## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
PRODUCTS OF AGRICULTURE—				
Grain .....	702		702	
Flour .....		40	40	
Other mill products .....		34	34	
Hay .....		30	30	
Fruit and vegetables .....	148		148	
PRODUCTS OF ANIMALS—				
Live stock .....	2,071	115	2,186	
PRODUCTS OF MINES—				
Anthracite coal .....		52	52	
Stone, sand, and other like articles .....		92	92	
PRODUCTS OF FOREST—				
Lumber .....		669	669	
Cordwood .....	75		75	
MANUFACTURES—				
Sugar .....		10	10	
Brick and lime .....		12	12	
Household goods and furniture .....	30	10	40	
Salt .....		75	75	
MERCHANDISE .....	56	410	476	
MISCELLANEOUS—				
Other commodities not mentioned above .....		11	11	
Total tonnage, Iowa .....	3,079	1,680	4,759	

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES—						
Leased.....		1				
Total locomotives.....		1				
CARS IN PASSENGER SERVICE—						
First-class passenger cars.....	1	1				
Baggage, express and postal cars.....	1	1				
Total cars owned.....	2	2				
Grand total cars.....	2	2				



## MILEAGE.

## A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	Line represented by capital stock—main line.	Line operated under track-age rights.	Total mileage operated.	New line constructed during year.	RAILS.	
					Iron.	Steel.
Miles of single track .....	9.06	.....	9.06	.....	9.06	.....
Total mileage operated (all trucks) .....	9.06	.....	9.06	.....	9.06	.....

## MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Line represented by capital—main line—miles.....	9.06
Total mileage owned (single track).....	9.06

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIRES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard, lbs.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
Iron.....	17	47	28.50	None, except on switches and short extension, 27-100 of a mile.	.....	.....
Total Iron.....	17	47	28.50			

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal— bituminous.	Cords of wood— hard.	Cords of wood— soft.	Total fuel con- sumed—tons.	Miles run.	Average lbs. consumed per mile.
Passenger .....	632.00			632.00	12,486	
Total .....	632.00					
Average cost at distributing point. ....	\$ 2.50					

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.					PROFILE.						
FROM —	TO —	Miles.	Number of curves.	Aggregate length of curved line—miles.	Length of straight line—miles.	Length of level line—miles.	Number.	Sum of ascents—feet.	Aggregate length of ascending grades—feet.	Number.	Sum of descents—feet.	Aggregate length of descending grades—feet.	
Malvern.....			9.00	20	3.82	5.24	.08	0	216	2.88	0	405	5.23
BRIDGES, TRETTLES, TUNNELS, ETC.													
ITEM.			Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.	Item.	Number.	Height of lowest face of rail—feet.				
BRIDGES—	Iron.....	1	221.00				Overhead high-way crossings.....	1	22.00				
	Wooden.....	10	900.00	15.00	240.00		Bridges.....	1	22.00				
	Total.....	11	1,121.00	15.00	240.00		Total.....	1	22.00				

**GUAGE OF TRACK--**  
Four feet, eight and one-half inches; 9.05 miles.



STATE OF IOWA,  
COUNTY OF FREMONT. } ss.

We, the undersigned, Wm. M. Brooks, Vice-president, and J. E. Todd, Treasurer, of the Tabor & Northern Railway Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all of the financial operations of said company during the period for which said return is made.

WM. M. BROOKS,  
*Vice-president.*  
J. E. TODD,  
*Treasurer.*

Subscribed and sworn to before me this 29th day of September, 1891.  
[SEAL]

E. W. BROOKS,  
*Notary Public.*

## ANNUAL REPORT

OF THE

UNION PACIFIC RAILWAY COMPANY,

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

1. Cost of Missouri River bridge and approaches?  
Ans. \$3,796,204.89.
2. Gross earnings of the bridge?  
Ans. See answer to question 25.
3. Net earnings of the bridge?  
Ans. See answer to question 25.
4. Number of tons of freight moved east over the bridge?  
Ans. 422,061.
5. Number of tons of freight moved west over the bridge?  
Ans. 732,878.
6. Number of cars moved east over the bridge?  
Ans. 100,262.
7. Number of cars moved west over the bridge?  
Ans. 100,263.
8. Charge per ton for hauling over bridge?  
Ans. Local bridge rates shown by enclosed Tariff 821 and supplements thereto.
9. Cost per ton for hauling over bridge?  
Ans. Expenses of freight and passenger service in Iowa not kept separate.
10. Cost of operating bridge?  
Ans. See answer to question 25.
11. Cost of maintenance of bridge?  
Ans. See answer to question 25.
12. Number of passengers carried east over the bridge?  
Ans. 110,400.



13. Number of passengers carried west over the bridge?

Ans. 114,201.

14. Charge for carrying each passenger?

Ans. 25 cents.

15. Number of acres of land owned at Council Bluffs?

Ans. 259.77 acres.

16. Present cash value of the same?

Ans. \$133,731.50.

17. Number of acres of land in Council Bluffs used by your company for railroad purposes?

Ans. 259.77 acres.

18. Number of miles of main road in Iowa?

Ans. Main line, 2.36; branch, 1.76; total, 4.12. Double track main line, 1.53; double track branch, .81; total double track, 2.34.

19. Number of miles of sidings in Iowa?

Ans. 23.42 miles.

20. Cost of siding?

Ans. Estimated at \$117,100.00.

21. Cost of buildings, depots, hotels, warehouses, sheds, elevators and stock yards in Iowa?

Ans. Estimated cost of—

Broadway passenger depot.....	\$ 3,000.00
Transfer passenger depot and hotel.....	120,000.00
Tenth avenue freight house.....	5,000.00
Transfer freight depot.....	10,000.00
Sheds and platforms.....	28,500.00
Round house.....	40,000.00
Other buildings and structures.....	30,340.00
	<hr/>
	\$ 236,840.00

22. Amount of bonds representing bridge, track, lands and buildings?

Ans. Representing bridge only, \$1,621,000.

23. The amount of stock representing bridge and property in Iowa?

Ans. No stock issued on account of bridge, and property in Iowa.

24. The amount of rent received from other companies (railway and express) for use of track, buildings, land, etc.?

Ans. \$29,100.

25. Any other information that would be of value in determining the cost, business and income of the bridge and Iowa properties?

Ans. The Missouri River bridge is operated as a part of the Union Division of the Union Pacific Railway. The earnings and expenses of the bridge are not kept separate; therefore it is impossible for the Company to furnish the information called for in the particular form in which it is requested. The earnings and expenses of the Company's road between Council Bluffs and Omaha, representing the unsubsidized portion of the Union Division, are, however, prepared for the use of the United States Commissioners of Railroads. The figures, covering 4.12 miles of line in Iowa and 0.66 mile in Nebraska, are as follows:

Gross earnings.....	\$ 559,900.12
Operating expenses.....	195,931.35
	<hr/>
Surplus, (taxes, interest, and sinking fund not deducted).....	364,928.77
Estimated taxes in Iowa, based on 1890 taxes.....	18,000.00
	<hr/>
	\$ 346,928.77

The net expenditure during the year for renewal or reconstruction of the Omaha bridge was \$43,505.46. This, added to the cost of the bridge as reported June 30, 1890, viz: \$3,752,699.43, gives \$3,796,204.89—the amount reported in answer to question No. 1.

## ANNUAL REPORT

OF THE

## WABASH RAILROAD COMPANY,

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
Not known.
- Page 7. Give the names of your attorneys in Iowa.  
Cummins & Wright, Des Moines.  
S. S. Carruthers, Bloomfield.  
Superintendents for Iowa.  
H. L. Magee.  
Division Superintendents for Iowa.  
F. H. McGulgan.
- Page 11. Total mileage operated in Iowa.  
124.6 miles
- Page 13. Total mileage in Iowa.  
110 miles.
- Page 17. 1—Amount of stock issued for dividends on earnings.  
None.  
2—Amount of stock per mile of road.  
\$36,023.55.  
3—Amount of stock representing road in Iowa.  
\$1,556,217.00.  
4—Amount of stock held in Iowa.  
Not known.
- Page 19. Amount of funded debt representing road in Iowa.  
\$322,000.00.
- Page 27. Grand total for Iowa.  
124.6 miles.
- Page 33. Taxes paid in Iowa.  
\$8,000.94.
- Page 45. 1—Operating expenses per mile of road  
Entire line, \$4,974.37.  
2—Operating expenses per train mile.  
Freight, entire line, \$1.02.91. Passenger, entire line, \$0.60.57.  
3—Proportion of operating expenses and taxes for Iowa.  
\$283,350.03.  
4—Percentage of expenses to earnings.  
159.58 per cent.



- 5—Net earnings per train mile.  
Freight, entire line, \$0.31.12. Passenger, entire line, \$0.27.59.
- 6—Percentage of earnings to stock and debt.  
10 per cent.
- 7—Percentage of earnings to cost of road and equipment.  
10 per cent.
- 8—Surplus at the commencement of the year.  
\$237,791.50.
- 9—Surplus at the close of the year.  
\$274,082.30.
- 10—Amount of its own stock owned by the company.  
None.

## Page 46. Fencing in Iowa.

- 1—How many miles of fencing on your road in Iowa?  
50.80 miles.
- 2—How many miles of unfenced road in Iowa?  
58.00 miles.
- 3—What is the average cost per mile of fencing?  
Wire, \$1.35.00; combination, \$150.00.
- 4—What is the total cost of the same?  
\$6,577.50.
- 5—How many miles of new fencing built during the year?  
3.7 miles.

## Page 52 and following. 1—Average number of tons of freight in cars when shipped in car lots.

- 15 tons.
- 2—Average number of tons in cars when in less than car lots.  
8 tons.
- 3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
182.90 tons.
- 4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.

- a—Total receipts for freight forwarded to points outside the State.  
b—Total receipts for freight received from points outside the State.  
c—Total receipts for freight forwarded to points within the State.  
d—Total receipts for freight received from points within the State.

STATIONS.	A.		C.		B.		D.	
	Forwarded to stations outside of Iowa. Revenue.	Tons forwarded to stations in Iowa.	Revenue.		Received from stations outside of Iowa. Revenue.		Received from stations in Iowa. Revenue.	
Coatesville.....	\$ 1,730.40	655	\$ 1,155.15	\$	\$ 535.43	\$	\$ 288.24	
Moulton.....	2,168.05	1,037	1,772.06		1,377.04		1,186.80	
West Grove.....	620.56	490	710.57		324.08		133.35	
Bloomfield.....	2,321.27	1,024	2,862.11		3,811.86		2,717.35	
Belknap.....	7,526.17	981	1,143.48		3,865.74		1,475.34	
Ottumwa.....	79,799.78	1,397	2,328.38		43,741.34		5,558.62	
Given.....	60,428.93	290	387.28		43,062.59		1,727.22	
Harvey.....		404	470.69		10.74		92.77	
Howell.....		901	1.82				10.06	
Effield.....	54.58	500	406.16		4.73		65.19	
Cordova.....	1,490.95	2,653	1,976.70		31.56		391.64	
Dunreath.....	7.64	29,412	9,732.86		130.82		1,295.22	
Percy.....	953.95	13,584	5,499.66		73.43		736.49	
Runnells.....	1,161.23	40,022	14,188.56		220.21		1,300.55	
Tamworth.....	197.38	785	713.82		3.30		31.12	
Hastie.....							.62	
Des Moines.....	62,345.63	3,513	5,136.30		100,232.86		31,475.02	
Total.....	\$ 221,256.58	97,354	\$48,485.60	\$	\$ 197,345.73	\$	\$ 48,485.60	

- e—Total receipts from passengers destined to points outside the State.  
f—Total receipts from passengers from points outside the State.  
g—Total receipts from passengers destined to points within the State.  
h—Total receipts from passengers from points within the State.

STATIONS.	E.		G.		F.		H.	
	To stations outside of Iowa.		To stations in Iowa.		From stations outside of Iowa.		From stations in Iowa.	
Coatesville.....		\$ 584.76		\$		\$ 277.70		\$
Moulton.....	2,130.82		2,342.55		1,772.36		1,780.21	
West Grove.....	261.64		602.22		226.64		628.35	
Bloomfield.....	2,666.85		5,558.81		2,528.06		4,039.00	
Belknap.....	1,114.69		1,570.68		817.25		1,114.20	
Carbon.....	2.44		54.65		3.46		173.27	
Sicles.....							11.37	
Ottumwa.....	28,645.63		6,700.16		39,963.16		9,917.70	
Kirksville.....							2.44	
Eddyville.....			.90				5.54	
Given.....	1,375.07		191.71		1,926.87		107.18	
Beacon.....			8.71				6.87	
Knoxville Junction.....			30.45				79.71	
Olivet.....			2.10				5.12	
Harvey.....	164.04		277.05		177.72		188.93	
Howell.....	13.95		38.08		17.10		71.78	
Effield.....	29.80		168.35		33.73		76.06	
Cordova.....	35.87		334.19		16.30		133.72	
Dunreath.....	54.53		1,038.81		22.92		687.64	
Percy.....	70.70		1,163.38		81.55		537.18	
Morgan Valley.....							1.90	
Runnells.....	148.21		2,263.88		110.90		1,210.40	
Tamworth.....	6.90		781.11				335.86	
Hastie.....			54.70				112.69	
East Des Moines.....	343.95		1,115.78		16.31		713.90	
Des Moines City.....	2,663.46		935.78					
Des Moines Depot.....	14,266.12		3,788.24		15,268.42		7,538.29	
Total.....	\$ 54,006.59	\$	\$ 29,777.11	\$	\$ 55,912.84	\$	\$ 29,777.11	

- 5—Total amount received for local freight.  
\$48,485.60.
- 6—Total amount received for through freight.  
\$197,345.73.
- 7—Number of tons of local freight carried.  
97,354 tons.
- 8—Total amount received from freight originating in Iowa and passing outside the State.  
\$221,256.58.
- 9—Total amount received from freight originating outside the State and destined to points in Iowa.  
\$197,345.73.
- 10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?  
60.58 per cent.
- 11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?  
21.9 per cent.
- 12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?  
24.5 per cent.
- 13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?  
None.
- 14—What per cent of freight received at each station on your road is local and what per cent interstate?  
11.6 local, 88.4 inter-state.



- 15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?  
None.
- 16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
- 17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?
- 18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa to points on the main line outside the State, or to points on other lines?
- 19—Give the amount in tons and kind of freight furnished by each branch line to your main line.
- Page 64. Tonnage crossing Mississippi river bridge at ..... for the year ending June 30, 1891.  
East bound, number of tons .....  
West bound, number of tons .....  
Total tons.....
- Tonnage crossing Missouri river bridge at ..... for the year ending June 30, 1891.  
East bound, number of tons .....  
West bound, number of tons .....  
Total tons.....
- Page 66. Under heading "State or Territory" insert Iowa.
- Page 77. Under "Overhead Highway Crossings," insert overhead farm crossings.  
Under "Conduits," insert farm crossing, "under."

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.  
None.
- 2—State the number of acres yet to inure to your company from congressional grants.
- 3—State the average price at which these lands have been sold or contracted by the company.
- 4—State the number of acres sold.
- 5—State the amount received from sales.
- 6—State the amount unpaid on outstanding contracts.
- 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.
- 8—State the amount expended in sale and management of lands.
- 9—State the amount of taxes paid on lands.
- 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.
- 11—The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road all fixtures and conveniences for transacting its business.
- Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?
- 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.
- 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.
- 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

## HISTORY.

Name of common carrier making this report?  
The Wabash Railroad Company.

Date of organization?  
August 1st, 1889.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof.  
Michigan, Ohio, Indiana, Illinois and Missouri.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same.

Detroit and State Line Wabash Railroad Company, a corporation of Michigan.  
Toledo Western Railroad Company, a corporation of Ohio.  
Wabash Eastern Railway Company of Indiana, a corporation of Indiana.  
Wabash Eastern Railway Company of Illinois, a corporation of Illinois.  
Wabash Western Railway Company, a corporation of Missouri.

Date and authority for each consolidation?  
July 29th, 1889.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:

Wabash, St. Louis & Pacific Railway Company. Consolidated under the laws of the States above named.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edgar T. Welles.....	New York, N. Y.....	September 8, 1891.
Thomas H. Hubbard.....	New York, N. Y.....	
James F. Joy.....	Detroit, Mich.....	
Henry K. McHarg.....	New York, N. Y.....	
Sidney Dillon.....	New York, N. Y.....	
Russell Sage.....	New York, N. Y.....	
George J. Gould.....	New York, N. Y.....	
Cyrus J. Lawrence.....	New York, N. Y.....	
John T. Terry.....	New York, N. Y.....	
James F. How.....	St. Louis, Mo.....	
Charles M. Hays.....	St. Louis, Mo.....	
S. C. Reynolds.....	Toledo, Ohio.....	
O. D. Ashley.....	New York, N. Y.....	

Total number of stockholders at date of last election:

Not known.

Date of last meeting of stockholders for election of directors.

September 9, 1890.

Give post-office address of general office.

St. Louis, Mo.

Give post-office address of operating office.

St. Louis, Mo.



## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	O. D. Ashley.....	New York, N. Y.
President.....	O. D. Ashley.....	New York, N. Y.
First Vice-President.....	Edgar T. Welles.....	New York, N. Y.
Second Vice-President.....	James F. How.....	St. Louis, Mo.
Secretary.....	J. J. Ottosen.....	New York, N. Y.
Treasurer.....	F. L. O'Leary.....	St. Louis, Mo.
General Solicitor.....	W. H. Blodgett.....	St. Louis, Mo.
Auditor.....	D. B. Howard.....	St. Louis, Mo.
Assistant Auditor.....	E. B. Pryor.....	St. Louis, Mo.
General Manager.....	C. M. Hays.....	St. Louis, Mo.
Chief Engineer.....	W. S. Lincoln.....	St. Louis, Mo.
General Superintendent.....	H. L. Magee.....	St. Louis, Mo.
Division Superintendent.....	E. A. Gould.....	Peru, Ind.
Division Superintendent.....	J. S. Goodrich.....	Chicago, Ill.
Division Superintendent.....	F. H. McGuigan.....	Kansas City, Mo.
Superintendent of Telegraph.....	G. C. Kinsman.....	Decatur, Ill.
Traffic Manager.....	M. Knight.....	St. Louis, Mo.
General Freight Agent.....	S. B. Knight.....	St. Louis, Mo.
Assistant General Freight Agent.....	J. D. Lund.....	St. Louis, Mo.
General Passenger Agent.....	F. Chandler.....	St. Louis, Mo.
Assistant General Passenger Agent.....	C. S. Crane.....	St. Louis, Mo.
General Baggage Agent.....	F. Chandler.....	St. Louis, Mo.
General Ticket Agent.....	C. S. Crane.....	St. Louis, Mo.
Assistant General Ticket Agent.....	S. H. Overholt.....	St. Louis, Mo.

## PROPERTY OPERATED.

FROM—	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
<b>The Wabash Railroad.</b>	Toledo	East Hannibal	462.3	
	Bluffs	Camp Point	39.4	
	Clayton	Elvaston	34.5	
	Decatur	East St. Louis	110.2	
	Edwardsville	Edwardsville Crg.	8.5	
	Auburn Junction	Effingham	205.4	
	Shumway	Altamont	10.3	
	Fairbury	Shawator	31.5	
	Delrey	Butler	110.2	
	St. Louis	Harlem	274.8	
	St. Louis levee	Ferguson	10.8	
	Moberly	Ottumwa	130.9	
	Salisbury	Glasgow	14.7	
<b>LEASED—</b>				1,443
Louisiana & Pike Co. R. R.	Maysville	Pittsfield	6.1	
Detroit Union Depot & Station Co.	Detroit	Delrey	3.5	
Eel River R. R.	Butler	Logansport	93.2	
Peru & Detroit Railway Co.	Chill	Peru	9.5	
Brunswick & Chillicothe R. R.	Brunswick	Chillicothe	38.3	
St. L., Co. Bluffs & Omaha R. R.	Chillicothe	Pattonsburg	41.4	
Boone Co. & Booneville R. R.	Centralla	Columbia	21.7	
<b>JOINT TRACKAGE—</b>				213.
Chicago, Burlington & Quincy R. R.	Camp Point	Quincy	21.8	
Toledo, Peoria & Western R. R.	Elvaston	Hamilton	6.5	
Chicago & Western Indiana R. R.	Chicago	Auburn Junction	9.0	
Toledo, Peoria & Western R. R.	Forrest	Fairbury	5.5	
Chicago & Erie R. R.	Laketon Junction	State Line	103.3	
Chicago & Western Indiana R. R.	State Line	Auburn Junction	11.8	
Terminal R. R. Ass. of St. Louis	St. L. Union Depot	Taylor Avenue	.5	
Hannibal & St. Joseph R. R.	Harlem	Kansas City	1.5	
Chl., Rock Island & Pacific R. R.	Ottumwa	Harvey	38.0	
<b>PURCHASING COMMITTEE LINES—</b>				196.9
Attica, Covington & Southern R. R.	Attica	Covington	14.8	
Champaign Branch	Champaign	Sidney	11.7	
Des Moines & St. Louis R. R.	Harvey	Des Moines	43.4	
<b>Total mileage operated</b>				69.

## CAPITAL STOCK.

[illegible]



## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	INTEREST.			
	Date of issue.	When due.				Rate.	When payable.	Amount accrued during year.	Amount paid during year.
The Wabash R. R. Co. first mortgage bonds .....	1889	1939	\$ 34,000,000.00	\$ 22,581,000.00	\$ 22,581,000.00	5	May, November	\$1,128,250.00	\$1,128,250.00
The Wabash R. R. Co. second mortgage bonds .....	1889	1939	14,000,000.00	14,000,000.00	14,000,000.00	5	Feb'y, August	606,720.54	606,720.54
*The Wabash R. R. Co. debenture bonds .....	1889	1939	\$ 30,000,000.00	\$ 30,000,000.00	30,000,000.00				210,000.00
The North Missouri R. R. first mortgage bonds .....	1865	1895	6,000,000.00	6,000,000.00	6,000,000.00	7	January, July	420,000.00	420,000.00
Real estate and railway mortgage bonds, St. L. Kansas City & Northern Railway Co. ....	1874	1895	3,000,000.00	3,000,000.00	3,000,000.00	7	March, Sept.	210,000.00	210,000.00
St. Charles Bridge first mortgage bonds .....	1878	1908	1,000,000.00	1,000,000.00	1,000,000.00	6	April, October	60,000.00	60,000.00
St. Charles Bridge second mortgage bonds .....	1878	1903	388,500.00	388,500.00	388,500.00	7	April, October	27,195.00	27,195.00
LEASED LINES BONDS—									
Brunswick & Chillicothe R. R. first mortgage bonds .....	1878	1903	304,500.00	304,500.00	304,500.00	6	Feb'y, August	18,270.00	18,270.00
St. Louis, Council Bluffs & Omaha R. R. first mortgage bonds .....	1878	1908	626,000.00	626,000.00	626,000.00	6	January, July	37,560.00	37,560.00
Boone County & Booneville R. R. first mortgage bonds .....	1873	1903	100,000.00	100,000.00	100,000.00	7	May, November	7,000.00	7,000.00
Grand Total .....					\$ 78,000,000.00			\$2,605,091.54	\$2,815,001.54
Interest paid on Ottumwa Division bonds (now exchanged) .....									536.61
									\$2,815,538.15

\*Interest payable, if earned.

## WABASH RAILROAD COMPANY.

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## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.		Amount outstanding.		INTEREST.	
					Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$ 78,000,000	\$ 78,000,000	\$2,815,538.15	\$2,815,538.15		
Total .....	\$ 78,000,000	\$ 78,000,000	\$2,815,538.15	\$2,815,538.15		

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.	
Cash .....	\$ 1,188,092.88
Due from agents .....	50,068.88
Due from solvent companies and individuals .....	613,279.07
Other cash assets .....	823,820.77
Total .....	\$ 2,435,261.60
Materials and supplies on hand, \$890,271.46.	

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1901.

Loans and bills payable .....	\$ 201,776.10
Audited vouchers and accounts .....	608,321.21
Wages and salaries .....	462,004.57
Net traffic balances due to other companies .....	274,501.77
Matured interest coupons unpaid (including coupons due July 1) .....	273,816.50
Miscellaneous .....	316,404.25
Balance—Cash assets .....	223,027.20
Total .....	\$ 2,430,201.60

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock .....	\$ 62,000,000.00	\$ 62,000,000.00	1,441.5	\$ 36,022.55
Bonds .....	78,000,000.00	78,000,000.00	1,544.0	\$35,297.16
Total .....	\$120,000,000.00	\$120,000,000.00		\$71,319.71
* On lines east. + On lines west.				\$78,774.83

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCEPTED).  
THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
The Wabash Railroad ..	\$ 62,000,000.00	\$ 78,000,000.00	\$ .....	\$140,000,000.00	1,441.5	\$36,022.55
* Lines east. * Lines west.					1,544.0	\$35,297.16
						\$71,319.71



## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Purchased at foreclosure.

## INCOME ACCOUNT.

Gross earnings from operation	\$13,028,287.76
Less operating expenses	9,565,223.29
Income from operation	\$3,463,064.47
Dividends on stocks owned	\$ 131,000.00
Interest on bonds owned	1,440.00
Miscellaneous income—less expenses	240,209.48
Income from other sources	\$ 372,739.48
Total income	\$3,835,803.95
DEDUCTIONS FROM INCOME—	
Interest on funded debt accrued	\$ 2,815,538.15
Rents	61,300.00
Taxes	417,700.00
Other deductions	504,975.10
Total deductions from income	\$3,799,513.25
Net income	\$ 36,290.70
Surplus from operations of year ending June 30, 1891	\$ 36,290.70
Surplus on June 30, 1890	237,791.50
Surplus on June 30, 1891	\$ 274,082.20
Earnings estimated.	

## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEMS	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
<b>PASSENGER—</b>			
Passenger revenue	\$ 51,132.27		
Less repayments:			
Tickets redeemed			
Excess fares refunded			
Total deductions			
Total passenger revenue			\$ 51,132.27
Mail			10,267.34
Express			3,000.00
Extra baggage and storage			412.35
Other items			
Total passenger earnings			\$ 65,711.96
<b>FREIGHT—</b>			
Freight revenue	\$ 112,161.10		
Less repayments:			
Overcharge to shippers			
Other repayments			
Total deductions			
Total freight revenue			\$ 112,161.10
Other items			1,237.08
Total freight earnings			\$ 113,398.18
Total passenger and freight earnings			\$ 179,110.15
Total gross earnings from operation—Iowa			\$ 179,110.14
Total gross earnings from operation—entire line			\$ 13,028,287.76

## STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Cost.
Pacific Express Company	\$1,200,000.00	Various.	\$ 81,000.00	\$ 1.00
Keokuk Union Depot Company	3,000.00			3,000.00
Union Depot Company, Kansas City	21,000.00			1.00
Chicago & Western Indiana Railroad Company	1,000,000.00	Various.	50,000.00	1.00
Belt Railway Company of Chicago	240,000.00			1.00
Union Bridge Company, Toledo	6,000.00			1.00
Terminal Railroad Association of St. Louis	205,000.00			1.00
American Refrigerator Transit Company	166,500.00			1.00
Hannibal Union Depot Company	7,800.00			2.00
Brunswick & Chillicothe Railroad Company	433,600.00			1.00
St. Louis, Council Bluffs & Omaha Railroad Company	729,700.00			2.00
Union Elevator Company of Council Bluffs	46,700.00			5,000.00
Peru & Detroit Railway Company	1,000.00			1.00
Total	\$		\$ 131,000.00	\$ 8,012.00

## BONDS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Cost.
Union Bridge Company, Toledo	\$ 46,000.00			\$ 1.00
Peru & Detroit Railway Company	90,000.00			90,000.00
Lake Erie Transportation Company	48,000.00	.06	1,440.00	48,000.00
Des Moines Union Railway Company	6,000.00			6,055.54
Total	\$		\$ 1,440.00	\$ 144,056.54

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

DESIGNATION AND SITUATION OF PROPERTY LEASED.	NAME OF COMPANY OWNING PROPERTY LEASED.	ITEM.	TOTAL.
<b>TRACKS:</b>			
Tilton to Danville	C., C., C. & St. L.	\$ 1,440.00	
Bates to Springfield	St. L., Alton & Springfield	1,200.00	
Monkton to Bloomfield	C., B. & K. C.	12,000.00	
St. Peters to St. Louis	St. L., K. & N. W.	141,372.99	
Forest Park to 18th St	St. L., K. C. & Col	30,000.00	
Total			\$ 186,012.99
<b>YARDS:</b>			
Facilities at Streator	Ind., Ill. & Iowa	2,625.00	
Hamilton round house	T. P. & W. R. R.	30.00	
Forrest water station	T. P. & W. R. R.	600.00	
Rent of property in St. Louis		535.45	
Total			4,160.45
Grand total rents received			\$ 190,173.44



## MISCELLANEOUS INCOME.

ITEM.	GROSS INCOME.	NET MISCELLANEOUS INCOME.
Interest and discount.....	\$ 31,079.97	\$ 33,079.97
Operation Hannibal Bridge.....	13,300.25	13,300.25
Detroit Elevator Rebates.....	1,364.01	1,364.01
Toledo & Wabash Elevator Rebates.....	2,369.51	2,369.51
Profit and loss.....	13.00	13.00
<b>Total.....</b>	<b>\$ 50,126.74</b>	<b>\$ 50,126.74</b>

## OPERATING EXPENSES.

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>			
Repairs of roadway.....	\$ 202,939.89	\$ 525,899.73	\$ 788,839.62
Renewals of rails.....	58,291.83	116,583.56	174,875.49
Renewals of ties.....	101,428.60	202,857.22	304,285.82
Repairs of bridges and culverts.....	63,747.13	128,404.25	192,241.38
Repairs of fences, road-crossings, signs, and cattle guards.....	33,074.12	46,148.21	69,222.33
Repairs of buildings.....	61,859.08	99,528.00	161,387.08
Repairs of docks and wharves.....	427.44	854.91	1,282.35
Repairs of telegraph.....	6,168.27	12,336.54	18,504.81
Other expenses.....	50,431.73	128,067.66	178,499.39
<b>Total.....</b>	<b>\$ 628,368.09</b>	<b>\$ 1,260,770.18</b>	<b>\$ 1,889,138.27</b>
<b>MAINTENANCE OF EQUIPMENT:</b>			
Repairs and renewals of locomotives.....	\$ 142,875.86	\$ 478,317.93	\$ 621,193.79
Repairs and renewals of passenger cars.....	262,563.31		262,563.31
Repairs and renewals of freight cars.....		554,792.14	554,792.14
Shop machinery, tools, etc.....	24,713.99	49,427.91	74,141.90
Other expenses.....	53,174.51	92,070.46	145,244.97
<b>Total.....</b>	<b>\$ 483,327.67</b>	<b>\$ 1,174,608.44</b>	<b>\$ 1,657,936.04</b>
<b>CONDUCTING TRANSPORTATION:</b>			
Wages of engineers, firemen and round-housemen.....	\$ 392,100.16	\$ 715,047.17	\$ 1,017,147.33
Fuel for locomotives.....	184,128.30	487,179.63	671,307.99
Water-supply for locomotives.....	21,655.37	43,351.97	65,007.34
All other supplies for locomotives.....	10,910.57	31,510.33	42,420.90
Wages of other trainmen.....	140,643.44	529,312.80	669,956.24
All other train supplies.....	49,744.94	24,637.56	65,402.50
Wages of switchmen, flagmen and watchmen.....	89,225.56	445,473.83	534,699.41
Expense of telegraph, including train dispatchers and operators.....	65,170.36	131,612.00	196,782.36
Wages of station agents, clerks, and laborers.....	188,231.87	836,865.57	1,025,097.44
Station supplies.....	18,697.55	36,089.56	54,787.11
Switching charges—balance.....			
Car mileage—balance.....	7,115.48	209,464.81	216,580.29
Loss and damage.....	21,114.59	114,612.50	135,727.09
Injuries to persons.....	22,308.06	56,280.20	78,588.26
Other expenses.....	249,510.56	213,948.27	463,458.83
<b>Total.....</b>	<b>\$ 1,360,956.87</b>	<b>\$ 3,875,406.22</b>	<b>\$ 5,236,363.09</b>
<b>GENERAL EXPENSES:</b>			
Salaries of officers.....	\$ 18,091.37	\$ 36,182.73	\$ 54,274.10
Salaries of clerks.....	15,944.36	27,421.89	41,366.25
General office expenses and supplies.....	1,664.94	3,329.70	4,994.64
Agencies, including salaries and rent.....	64,070.00	251,645.61	315,715.61
Advertising.....	62,571.03		62,571.03
Commissions.....	78,359.17	75,944.49	154,303.66
Insurance.....	8,713.77	17,413.32	26,127.09
Rents not otherwise provided for.....	7,592.86	15,067.10	22,660.06
Legal expenses.....	18,644.30	37,288.60	55,932.90
Stationery and printing.....	4,739.24	9,419.36	14,158.60
Other general expenses.....	10,969.63	18,869.39	29,779.03
<b>Total.....</b>	<b>\$ 280,240.70</b>	<b>\$ 492,545.19</b>	<b>\$ 781,785.89</b>

## OPERATING EXPENSES—CONTINUED.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>RECAPITULATION OF EXPENSES:</b>			
Maintenance of way and structures.....	\$ 628,368.09	\$ 1,260,770.18	\$ 1,889,138.27
Maintenance of equipment.....	483,327.67	1,174,608.44	1,657,936.04
Conducting transportation.....	1,360,956.87	3,875,406.22	5,236,363.09
General expenses.....	280,240.70	492,545.19	781,785.89
<b>Grand total.....</b>	<b>\$ 2,752,893.23</b>	<b>\$ 6,803,330.03</b>	<b>\$ 9,556,223.26</b>
Percentage of expenses to earnings—entire line.....			73.42
<b>OPERATING EXPENSES—STATE OF IOWA:</b>			
Maintenance of way and structures.....	\$ 18,310.80	\$ 36,621.62	\$ 54,932.42
Maintenance of equipment.....	17,305.27	34,790.53	52,195.80
Conducting transportation.....	49,439.17	98,878.36	148,317.53
General expenses.....	6,408.78	12,817.56	19,226.34
<b>Total.....</b>	<b>\$ 91,540.32</b>	<b>\$ 183,108.07</b>	<b>\$ 274,648.39</b>
Percentage of proportional expenses to earnings—Iowa.....			150.58

## RENTALS PAID.

## A. RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	CASH.	TOTAL.
Eel River Railroad.....	\$ 60,500.00	\$ 60,500.00
Louisiana & Pike County Railroad.....	800.00	800.00
<b>Total rents—A.....</b>		<b>\$ 61,300.00</b>

## B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

DESIGNATION AND SITUATION OF PROPERTY LEASED.	NAME OF COMPANY OWNING PROPERTY LEASED.	ITEM.	TOTAL.
<b>TRACKS—</b>			
Laketon Junction to State Line.....	Chicago & Erie R. R.....	\$ 69,066.49	
Camp Point to Quincy.....	C. B. & Q. R. R.....	22,809.48	
Logansport to Clymers.....	T. H. & Ind. R. R.....	4,125.00	
Fairbury to Forrest.....	T. P. & W. R. R.....	6,000.00	
Elvaston to Hamilton.....	T. P. & W. R. R.....	6,000.00	
Ottumwa to Harvey.....	C. R. I. & P.....	16,684.55	
Hannibal to Moberly.....	M. R. & T.....	26,259.00	
Chicago & Western Indiana R. R.—Chicago	C. & W. I. R. R. Co.....	169,948.75	
Detroit Union Depot—Detroit.....	Det. U. D. & Station Co.....	63,969.64	
Chicago, M.I. & St. Paul R. R.—Ottumwa.....	C. M. & St. P. R. R. Co.....	4,105.20	
Des Moines Union Railway—Des Moines.....	Des Moines Union Ry. Co.....	9,394.49	
Kansas City Bridge.....	H. & St. Jo. R. R. Co.....	30,000.00	
Missouri Pacific Railway Co.—Kansas City.....	Missouri Pacific Ry. Co.....	7,000.00	
<b>Total.....</b>			<b>\$ 435,442.6</b>



## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$129,970,000.00	\$129,928,500.00	\$	41,500.00
Cost of equipment.....		8,013.00	8,013.00	
Stocks of other companies owned.....		144,056.54	144,056.54	
Bonds of other companies owned.....		2,420,391.60	163,762.40	
Cash and current assets.....	2,256,629.20			
OTHER ASSETS—				
Materials and supplies.....	593,609.69	600,271.46	6,661.77	
Sundries.....	114,602.35			114,602.35
Wabash reorganization.....	500,000.00	500,000.00		
Grand total.....	\$133,434,841.24	\$133,601,232.60	\$ 166,391.36	\$

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 52,000,000.00	\$ 52,000,000.00		
Funded debt.....	78,000,000.00	78,000,000.00		
Current liabilities.....	2,056,063.74	2,183,464.40	129,400.66	
Accrued interest on funded debt not yet payable.....	597,354.58	597,054.58		300.00
Income account prior to July 1, 1889.....	543,631.42	543,611.42		
Profit and loss.....	297,791.50	274,082.20	36,290.70	
Grand total.....	\$133,434,841.24	\$133,601,232.60	\$ 166,391.36	\$ 300.00

## IMPORTANT CHANGES DURING THE YEAR—STATE OF IOWA.

Upon the first of December, 1890, this company commenced to operate the line of road between Chili and Peru, a distance of 9.5 miles under a lease with the Peru & Detroit Railway Co., and upon the same date discontinued running their trains over the tracks of the Terre Haute & Indianapolis Railroad between Logansport and Clymers, a distance of 6.2 miles.

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA

## EXPRESS COMPANIES.

The Pacific Express Company operates over the lines of this railway under an agreement whereby this company received fifty per cent of the total gross earnings of the express company over the lines of road operated by this company.

## MAILS.

The U. S. Postoffice Department pays this railway company for the transportation of mails over the lines owned and operated by this company the following amounts, viz:

Route No. 131,019, Toledo to Quincy.....	\$13,326.47
135,023, Decatur to East St. Louis.....	3,217.14
135,023, Hannibal to Bluffs.....	430.57
135,075, Maysville to Pittsfield.....	28.10
135,081, Clayton to Keokuk.....	227.10
135,066, Chicago to Altamont.....	1,599.37
135,043, Streator to Fairbury.....	114.18
135,063, Shumway to Effingham.....	44.76
133,027, Detroit to Butler.....	827.52

Route No. 133,054, Butler to Logansport.....	689.31
133,065, Champaign to Sidney.....	43.78
133,047, Attica to Covington.....	56.21
145,004, St. Louis to Kansas City.....	6,189.40
145,009, Centralia to Columbia.....	119.88
145,013, Brunswick to Pattonsburg.....	1,121.53
145,025, Salisbury to Glasgow.....	56.36
143,060, Harvey to Des Moines.....	225.37
143,105, Ottumwa to Evans.....	109.75
143,106, Evans to Harvey.....	39.57
145,007, Moberly to Ottumwa.....	1,462.66
Total.....	\$29,923.41

## SLEEPING, PARLOR AND DINING CAR COMPANIES.

The Pullman Palace Company, the Wagner Palace Car Company and Woodruff Sleeping and Parlor Coach Company, furnish sleeping and parlor cars under arrangements similar to those with other roads.

## OTHER RAILROAD COMPANIES.

The American Refrigerator Transit Company agrees to furnish to this railway company refrigerator cars to transport perishable goods, such as fresh beef, pork, game, butter, eggs, vegetables, fruits, etc., the railway company to pay one cent per mile for each car run, and a commission of 12½ per cent of the rate received for the transportation of said property over this company's lines.

The following fast freight lines operate over the lines of this road:

Canada Southern Line.	Merchants Despatch Transportation Co.
Canadian Pacific Despatch.	Eastern Fast Freight Line.
Commercial Express Line.	Nickel Plate Line.
Erie Despatch.	Ontario Despatch Line.
Great Eastern Fast Freight Line.	Red Line Transit Co.
Hoosac Tunnel Line.	Rome, Watertown & Ogdensburg Fast Freight Line.
Interstate Despatch Line.	Traders Despatch.
Lackawanna Line.	Wabash & Lackawanna Despatch.
Lehigh Valley Line.	
Lehigh & Wabash Despatch Line.	

This company pays the usual mileage on freight cars belonging to the above lines, and a proportion of the expenses of the Canada Southern Line, Erie Despatch, Great Eastern Fast Freight Line, Hoosac Tunnel Line, Lackawanna Line, Lehigh & Wabash Despatch Line, Nickel Plate Line, Ontario Despatch Line, Red Line Transit Company, Rome, Watertown & Ogdensburg Line.

## OTHER RAILROAD COMPANIES.

The Missouri, Kansas & Texas Railway Company agrees to carry all freight between Hannibal and Moberly, delivered to it by the Wabash Railroad at Hannibal or Moberly, at the rate of 1 cent per ton per mile, with 20 per cent added thereto for administrative purposes.

The Wabash Railroad Company agrees to pay the Chicago, Rock Island & Pacific Railway Company for the right to run its trains over their track between Ottumwa and Harvey at the following rates: For each freight train, 30 cents per mile; for each passenger train, 25 cents per mile; for each engine watered at tank, 25 cents.

The Wabash Railroad Company pays the Chicago & Western Indiana Railroad Company for the joint use of the track between Auburn Junction and Chicago, and the terminal facilities in Chicago the sum of \$13,221.70 per month, and also pays a wheelage proportion of the maintenance expenses.

The Wabash Railroad Company pays the Chicago & Western Indiana Railroad Company for the joint use of the track between the Indiana State Line and Auburn Junction, its wheelage proportion of 6 per cent per annum on \$1,000,000, and also a wheelage proportion of the maintenance expenses.

The Wabash Railroad Company pays the Chicago & Erie Railroad Company for the joint use of the track between Laketon Junction and State Line the sum of \$7,500.00 per month, and also pays a wheelage proportion of the maintenance expenses, and one half of all the taxes.

The Wabash Railroad Company pays the Chicago, Burlington & Quincy Railroad Company for the joint use of the track between Camp Point and Quincy \$1,008.29 per month.



The Wabash Railroad Company pays the Toledo, Peoria & Western Railway Company for the joint use of the track between Fairbury & Forrest, and Elvaston and Hamilton, the sum of \$1,000.00.

The Wabash Railroad Company pays the Missouri, Kansas & Texas Railway for the joint use of its track between Hannibal & Moberly, for passenger trains the sum of 50 cents per train mile, and 30 cents per ton for each locomotive watered.

The Wabash Railroad Company pays the Detroit Union Railroad Depot and Station Company the sum of \$5,368.90 per month for the use of the terminal facilities at Detroit.

The Wabash Railroad Company pays the Chicago, Milwaukee & St. Paul Railroad Company the sum of \$342.16 per month, for the use of the terminal facilities at Ottumwa.

The Wabash Railroad Company pays the Des Moines Union Railway Company for the use of the terminals at Des Moines, its wheelage proportion of 5 per cent per annum on the first mortgage bonds of the Des Moines Union Railroad Company, and also a wheelage proportion of all expenses of maintaining and operating said terminals.

The Wabash Railroad Company pays the Hannibal & St. Joseph Railroad for the right to run its freight and passenger trains over the Kansas City bridge the sum of \$30,000 per annum and a wheelage proportion of the maintenance expenses.

The C. C. C. & St. L. R'y Co. pays the Wabash Railroad Company the sum of \$1,200 per month for the use of the terminal facilities at Tilton, Danville and Danville Junction, which includes all expense of handling their business.

The Indiana, Illinois & Iowa Railroad pays the Wabash Railroad Company the sum of \$225 per month for the use of the terminal facilities at Streator, and about one mile of connecting track.

The St. Louis, Alton & Springfield Railroad pays the Wabash Railroad Company the sum of \$500 a month for the use of the track between Bates and Springfield, which includes all expense of handling their business at Springfield.

The Chicago, Burlington & Kansas City Railroad pays the Wabash Railroad Company an annual rental of \$12,000 for the joint use of the track between Moulton and Bloomfield.

The St. Louis, Keokuk & Northwestern Railroad Company pays the Wabash Railroad Company the sum of \$1,734.79 per month for the joint use of the track between St. Peters and St. Louis and terminal facilities in St. Louis, and also pays us a wheelage proportion of all joint expenses for maintenance and operation.

The St. Louis, Kansas City & Colorado Railroad pays the Wabash Railroad Company the sum of \$2,500 per month for joint use of the track between Forest Park and Eighteenth street, and they also pay a wheelage proportion of the maintenance expenses.

#### STATEMENT OF LINES COVERED BY THE FIRST AND DEBENTURE MORTGAGES OF THE WABASH RAILROAD COMPANY.

FROM—	TO—	MILES.	TOTAL.
<b>LINES EAST OF MISSISSIPPI RIVER—</b>			
Toledo.....	East Hannibal.....	462.3	
Bluffs.....	Camp Point.....	39.4	
Clayton.....	Elvaston.....	34.5	
Decatur.....	East St. Louis.....	110.2	
Auburn Junction.....	Effingham.....	205.4	
Shumway.....	Altamont.....	10.3	
Fairbury.....	Streator.....	31.5	
Edwardsville.....	Edwardsville Crossing.....	8.5	
Delrey (near Detroit).....	Butler.....	110.2	
Total lines east.....			1,012.3
<b>LINES WEST OF MISSISSIPPI RIVER—</b>			
St. Louis, Tayon Avenue.....	Harlem.....	274.8	
St. Louis, Levee.....	Ferguson.....	10.8	
Moberly.....	Ottumwa.....	130.9	
Brunswick.....	Pattonsburg.....	79.7	
Salisbury.....	Glasgow.....	14.7	
Centralia.....	Columbia.....	21.7	
Total lines west.....			532.6
Total all lines covered by the first and debenture mortgages.....			1,544.9

The second mortgage covers all the lines east of the Mississippi river, as above.

Total number of miles, 1,012.3.

**NOTE.**—The first and debenture mortgages also cover the leasehold interest which the Wabash Railroad Company has in the Eel River Railroad from Butler to Logansport, a distance of 63.2 miles, and also covers the leasehold interests which the Wabash Railroad Company has in the terminals at Detroit, Chicago, Hannibal, Quincy and Kansas City, and in the bridges at Hannibal, St. Louis and Quincy.

The second mortgage also covers the leasehold interest which the Wabash Railroad Company has in the Eel River Railroad from Butler to Logansport, a distance of 63.2 miles, and also covers the leasehold interests which the Wabash Railroad Company has in the terminals at Detroit, Chicago, Hannibal and Quincy, and in the bridge at Hannibal.

The first and debenture mortgages cover the lines west of the Mississippi river above described, subject to prior divisional mortgages. By the terms of the first mortgage, a sufficient number of first mortgage bonds are reserved to meet, at their maturity, or whenever exchanges can be made, the said divisional mortgages covering the lines west of the Mississippi river.

#### SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Miles.	Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.
	FROM—	TO—				
First mortg'g bonds, Wabash R. R. Co.	St. Louis	Courtsville	1,544.9	21,000.00		
Second mortg'g bonds, Wabash R. R. Co.	Moberly	North Missouri Junction	1,012.3	13,820.80		
Debenture mortg'g bonds, Wabash R. R. Co.	Union depot	Ferguson	1,544.9	19,418.70		
North Missouri R. R., first mortgage	North Missouri Junction	Harlem	351.1	17,000.00		
Real Estate & Railway mortgage	St. Louis	Courtsville	373.6	8,000.00		
St. Charles Bridge, first mortgage	St. Charles bridge over Mo. R.	Chillicothe		8,000.00		
St. Charles Bridge, second mortgage	Brunswick	Chillicothe	28.0	15,000.00		
Brunswick & Chillicothe R. R.	St. L. Council Bluffs & Omaha	Pattonsburg	41.5	4,300.00		
St. L. Council Bluffs & Omaha	Centralia	Columbia	21.8			
Bacon Co. & Booneville						



**REPORT OF RAILROAD COMMISSIONERS.**  
**EMPLOYES AND SALARIES—ENTIRE LINE.**

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	34	10,642	\$ 153,200.04	\$ 14.40
General office clerks.....	281	87,953	220,542.15	2.61
Station agents.....	351	109,563	213,116.00	1.94
Other station men.....	861	269,493	478,973.85	1.78
Engineers.....	454	142,102	574,638.81	4.04
Firemen.....	472	147,736	337,691.66	2.29
Conductors.....	270	86,388	307,461.55	3.56
Other trainmen.....	693	185,600	406,387.99	2.19
Machinists.....	329	165,577	324,986.91	1.96
Carpenters.....	326	102,028	225,117.55	2.21
Other shopmen.....	1,065	333,345	557,481.22	1.67
Section foremen.....	809	96,717	174,245.00	1.80
Other trackmen.....	1,272	398,136	466,224.70	1.17
Switchmen, flagmen, and watchmen.....	584	182,792	407,766.20	2.23
Telegraph operators and dispatchers.....	270	87,327	174,096.31	1.99
All other employees and laborers.....	742	232,246	578,846.26	2.49
Total (including general officers).....	8,428	2,637,964	\$ 5,609,777.38	\$ 2.13
Less general officers.....	34		\$ 153,200.04	
Total (excluding general officers).....	8,394		\$ 5,456,577.34	
<b>DISTRIBUTION OF ABOVE—</b>				
General administration.....	315	98,505	\$ 382,742.19	\$ 3.88
Maintenance of way and structures.....	2,014	630,382	922,083.74	1.46
Maintenance of equipment.....	1,688	528,344	999,437.07	1.89
Conducting transportation.....	4,411	1,380,643	3,365,514.38	2.39
Total (including general officers).....	8,428	2,637,964	\$ 5,609,777.38	\$ 2.13
Less general officers.....	34		\$ 153,200.04	
Total (excluding general officers).....	8,394		\$ 5,456,577.34	

**PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.**

<b>PASSENGER TRAFFIC:</b>		
Number of passengers carried earning revenue.....	3,415,076	
Number of passengers carried one mile.....	149,004,203	
Average distance carried.....	43.9	
Total passenger revenue.....		\$ 3,264,948.03
Average amount received from each passenger.....		.95.580
Average receipts per passenger per mile.....		.02.178
Estimated cost of carrying each passenger one mile.....		.01.842
Total passenger earnings.....		4,019,772.85
Passenger earnings per mile of road.....		2,090.47
Passenger earnings per train mile.....		.88.160
<b>FREIGHT TRAFFIC:</b>		
Number of tons carried of freight earning revenue.....	6,256,064	
Number of tons carried one mile.....	1,209,179,055	
Average distance haul of one ton, miles.....	193.3	
Total freight revenue.....		8,860,819.00
Average amount received for each ton of freight.....		1.41.640
Average receipts per ton per mile.....		.00.733
Estimated cost of carrying one ton one mile.....		.00.563
Total freight earnings.....		9,008,514.91
Freight earnings per mile of road.....		4,684.86
Freight earnings per train mile.....		1.34.030
<b>PASSENGER AND FREIGHT:</b>		
Passenger and freight revenue.....		13,028,287.76
Passenger and freight revenue per mile of road.....		6.775.33
Passenger and freight earnings.....		13,028,287.76
Passenger and freight earnings per mile of road.....		6.775.33
Gross earnings from operation.....		13,028,287.76
Gross earnings from operation per mile of road.....		6.775.33
Expenses.....		9,565,223.29
Expenses per mile of road.....		5,047.44

**WABASH RAILROAD COMPANY.**

**TRAIN MILEAGE:**

Miles run by passenger trains.....	4,539,706
Miles run by freight trains.....	6,511,126
Total mileage trains earning revenue.....	11,170,892
Miles run by switching trains.....	2,568,630
Miles run by construction and other trains.....	226,559

Grand total train mileage.....	13,966,081
Average number of freight cars in train.....	22.57
Average number of loaded cars in train.....	15.89
Average number of empty cars in train.....	6.68
Average number of tons of freight in train.....	182.90
Average number of tons of freight in each loaded car.....	11.51

**FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.**

**COMPANY'S MATERIAL EXCLUDED.**

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
<b>PRODUCTS OF AGRICULTURE—</b>				
Grain.....			975,350	15.59
Flour.....			122,956	1.95
Other mill products.....			68,730	1.10
Hay.....			30,710	0.49
Tobacco.....			11,199	0.18
Cotton.....			55,764	0.86
Fruit and vegetables.....			107,520	1.72
<b>PRODUCTS OF ANIMALS—</b>				
Live stock.....			467,805	7.48
Dressed meats.....			115,449	1.85
Other packing-house products.....			119,634	1.91
Poultry, game and fish.....			7,840	0.13
Wool.....			15,467	0.25
Hides and leather.....				
<b>PRODUCTS OF MINES—</b>				
Anthracite coal.....			140,677	2.25
Bituminous coal.....			1,537,963	24.42
Coke.....			26,442	0.42
Ores.....			1,218	0.02
Stone, sand, and other articles.....			149,065	2.38
<b>PRODUCTS OF FOREST—</b>				
Lumber.....			405,926	6.40
Other articles.....			167,069	2.68
<b>MANUFACTURES—</b>				
Petroleum and other oils.....			57,308	0.92
Sugar.....			49,540	0.79
Iron, pig and bloom.....			38,305	0.61
Iron and steel rails.....			27,408	0.44
Other casting and machinery.....			73,179	1.17
Cement, brick and lime.....			96,030	1.53
Agricultural implements.....			30,969	0.34
Wagons, carriages, tools, etc.....			11,956	0.19
Wines, liquors and beers.....			46,950	0.75
Household goods and furniture.....			14,893	0.24
<b>MERCHANDISE.....</b>			459,940	7.30
<b>MISCELLANEOUS—</b>				
Other commodities not mentioned above.....			846,828	13.54
Total tonnage—entire line.....			6,256,064	100



## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES:						
Passenger.....	2	112	112	Westinghouse.....		
Freight.....	10	204	149	Westinghouse.....		
Switching.....	9	82	39	Westinghouse.....		
Total locomotives.....	21	308	294			
CARS IN PASSENGER SERVICE—						
First-class passenger cars.....	4	51			4	Cowell.
Second-class passenger cars.....		53			47	Miller.
Combination passenger cars.....		26			33	Miller.
Dining cars.....		5			3	Cowell.
Chair cars.....	2	41			1	Cowell.
Baggage, express, and postal cars.....					4	Miller.
Other cars in passenger service—official and pay.....	2	98			35	Miller.
					6	Cowell.
					1	Cowell.
					97	Miller.
Total.....	29	281	All	Westinghouse...	281	
CARS IN FREIGHT SERVICE:						
Box cars.....		5,440	300	Westinghouse...	10	Janney.
Flat and coal cars.....	500	3,979	50	Westinghouse...	50	Dowling.
Stock cars.....		1,375			10	Keystone.
Refrigerator cars.....		100			10	Lorraine.
Other cars.....	8	156	143	Westinghouse.....	10	Dowling.
Total.....	508	11,056			90	
CARS IN COMPANY'S SERVICE—						
Gravel cars—side and dump.....		127				
Derrick cars.....		9	2	Westinghouse.....		
Caboose cars.....		206				
Other road cars.....		73	5	Westinghouse.....		
Total.....		415	7			
CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE.....						
		1,500				
Total cars owned.....		13,232				
Grand total cars.....		13,252			371	

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
None.....				Oak.....	20,208	\$ 35.43
Total.....				Total.....	20,208	\$ 35.43

MILEAGE.  
A. MILEAGE OF ROAD OPERATED.

LINE REPRESENTED BY CAPITAL STOCK.	RAILS.		New line constructed during year.	Total mileage operated.	Line operated under track-ages rights.	Line operated under contract, etc.	Line operated under lease.	Line of proprietary companies.	Main line.	Branches and spurs.	Total mileage operated (all tracks).
	Iron.	Steel.									
Miles of single track.....	103.3	1,820.7		1,924.0					1,388.8	54.7	
Miles of yard track and sidings.....	240.7	347.0		487.7					403.3	4.3	
Total mileage operated (all tracks).....	344.0	2,067.7		2,411.7					1,792.1	59.0	

B. MILEAGE OF LINE BY STATES AND TERRITORIES.  
L. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	RAILS.		Line operated under track-ages rights.	Total mileage, excluding track-ages rights.	New line constructed during year.	Line operated under contract, etc.	Line operated under lease.	Line of proprietary companies.	Main line.	Branches and spurs.	Total mileage operated (single track).
	Iron.	Steel.									
Michigan.....		70.7		70.7					70.7		
Ohio.....		104.6		104.6					104.6		
Indiana.....		11.8		11.8					11.8		
Illinois.....		35.2		35.2					35.2		
Missouri.....		13.0		13.0					13.0		
Iowa.....		47.8		47.8					47.8		
Total.....	103.3	1,820.7		1,924.0					1,388.8	54.7	

## M. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	RAILS.		Line operated under track-ages rights.	Total mileage, excluding track-ages rights.	New line constructed during year.	Line operated under contract, etc.	Line operated under lease.	Line of proprietary companies.	Main line.	Branches and spurs.	Total mileage operated (single track).
	Iron.	Steel.									
The Wabash Railroad Company.....									1,388.8	54.7	
* With 32.4 miles, Albia to Harvey, 1,422.2.									1,422.2		



## CONSUMPTION OF FUEL BY LOCOMOTIVES—ALL LINES.

LOCOMOTIVES.	Tons of coal bituminous.	Cords of wood hard.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger.....	139,011	4,233	143,244	4,677,601	61.23
Freight.....	343,915	6,691	350,606	7,230,769	96.97
Switching.....	39,497	2,458	41,955	2,373,974	48.10
Construction.....	6,579	305	6,884	230,538	60.77
Total.....	548,999	13,687	562,686	14,710,302	76.52
Average cost at distributing point.....	\$	\$	\$1.20 ton.		

## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		12						12
Falling from trains and engines.....		12						12
Collisions.....								
Other train accidents.....								
Other causes.....								
Total.....		3						3

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.				TOTAL.	
			TRESPASSING.		NOT TRESPASSING.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....		12						12
Other train accidents.....			1				1	
Other causes.....		1		16				16
Total.....		3	3	16			3	19

## CHARACTERISTICS OF ROAD.

WORKING DIVISION OR BRANCHES.		ALIGNMENT.				PROFILE.					
FROM—	TO—	MILES.		Number of curves.	Aggregate length of curved line—miles.	Length of straight line—miles.	ASCENDING GRADES.		DESCENDING GRADES.		
							Number.	Sum of ascents, feet.	Aggregate length of ascending grades, miles.	Number.	Sum of descents, feet.
Missouri and Iowa State Line Ottumwa	Harvey	43.31	85	14.71	28.60	11.28	15	606.9	16	848.01	
East limits of Des Moines		41.75	70	12.94	28.81	18.47	108	280.7	87	231.50	
OPERATED BY DES MOINES IUSTON RAILWAY—											
East limits of Des Moines	Des Moines	2.47	4	0.66	1.81	1.16	4	15.8	2	7.50	
Albia	Harvey	23.79	28	5.70	17.91	4.67	17	163.9	29	412.39	
										0.25	
										19.91	



## CAR MILEAGE.

State below all individuals, co-operative fast freight lines, and stock companies, to which the company making this report pays mileage for the use of cars.

American Refrigerator Transit Co.	Kansas City & Mexican Transportation Co.
American Live Stock Transportation Co.	Lipton Express Refrigerator Line.
American Cotton Oil Co.	Live Poultry Transportation Co.
American Tank Line.	Manhattan Oil Co.
Anglo-American Refrigerator Car Co.	Mather Horse & Stock Car Co.
Arms' Palace Horse Car Co.	Merchants Despatch Transportation Co.
Armour & Co.	Midland Line.
Blue Line.	Morris & Co., Refrigerator Line.
Burton Stock Car Co.	National Despatch Line.
Canada Southern Line.	New England Car Co.
Canadian Pacific Despatch.	Peerless Tank Line.
Canada Cattle Car Co.	Penn. Refining Co.
Cold Blast Transportation Co.	Red Line Transit Co.
Cudahy Refrigerator Line.	Rumely, M. Co.
Cudahy Milwaukee Refrigerator Line.	St. Charles Car Co.
Cupples, Samuel, Woodenware Co.	St. Louis Refrigerator Car Co.
Doid, Jacob & Son, Dressed Beef Line.	Schofield, Shurmer & Teagle.
Empire Line.	Southern Cotton Oil Co.
Erie Despatch.	Southern Iron Car Line.
Fairbanks, N. K.	Standard Oil Co.
Great Eastern Line.	Street's Stable Car Line.
Hammond, G. H., Refrigerator Line.	Sun Oil Line.
Hicks' Stock Car Co.	Swift Refrigerator Transportation Co.
Hodgman, G. B., Manufacturing Co.	Union Refrigerator Transit Co.
International Oil Works.	Union Line.
International Packing Co.	Waters-Pierce Oil Co.
Kansas City Dressed Beef Line.	White Line Transit Co.
Kansas Refrigerator Car Co.	White Star Transportation Co.

STATE OF MISSOURI.  
CITY OF ST. LOUIS, ss.

We, the undersigned, James F. How, Vice-President, and D. B. Howard, Auditor, of the Wabash Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

JAMES F. HOW,  
Vice-President.  
D. B. HOWARD,  
Auditor.

Subscribed and sworn to before me this 14th day of September, 1891.

GEO. S. GROVER,  
Commissioner for Iowa in State of Missouri.

## ANNUAL REPORT

OF THE

## DES MOINES UNION RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
12.
- Page 7. Give the names of your attorneys in Iowa.  
A. B. Cammins, Des Moines.  
Superintendent for Iowa.  
Horace Seely, Des Moines.  
Division superintendents for Iowa.
- Page 11. Total mileage operated in Iowa.  
27.
- Page 13. Total mileage in Iowa.
- Page 17. 1—Amount of stock issued for dividends on earnings.  
2—Amount of stock per mile of road.  
3—Amount of stock representing road in Iowa.  
\$400,000.00.  
4—Amount of stock held in Iowa.
- Page 19. Amount of funded debt representing road in Iowa.  
\$407,000.00.
- Page 27. Grand total for Iowa.
- Page 33. Taxes paid in Iowa.
- Page 45. 1—Operating expenses per mile of road.  
2—Operating expenses per train mile.  
3—Proportion of operating expenses and taxes for Iowa.  
All—\$106,547.29.  
4—Percentage of expenses to earnings.  
5—Net earnings per train mile.  
6—Percentage of earnings to stock and debt.  
7—Percentage of earnings to cost of road and equipment.  
8—Surplus at the commencement of the year.  
9—Surplus at the close of the year.  
10—Amount of its own stock owned by the company.



Page 46. Fencing in Iowa.

- 1—How many miles of fencing on your road in Iowa?
- 2—How many miles of unfenced road in Iowa?
- 3—What is the average cost per mile of fencing?
- 4—What is the total cost of the same?
- 5—How many miles of new fencing built during the year?

Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

- 2—Average number of tons in cars when in less than car lots.
- 3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.
- 4—Give the names of and the following information concerning each station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.
  - a—Total receipts for freight forwarded to points outside the State.
  - b—Total receipts for freight received from points outside the State.
  - c—Total receipts for freight forwarded to points within the State.
  - d—Total receipts for freight received from points within the State.
  - e—Total receipts from passengers destined to points outside the State.
  - f—Total receipts from passengers from points outside the State.
  - g—Total receipts from passengers destined to points within the State.
  - h—Total receipts from passengers from points within the State.

- 5—Total amount received from local freight.
- 6—Total amount received for through freight.
- 7—Number of tons of local freight carried.
- 8—Total amount received from freight originating in Iowa and passing outside the State.
- 9—Total amount received from freight originating outside the State and destined to points in Iowa.
- 10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?
- 11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?
- 12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
- 13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?
- 14—What per cent of freight received at each station on your road is local and what per cent interstate?
- 15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
- 16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
- 17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?
- 18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?
- 19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 64. Tonnage crossing Mississippi river bridge at.....for the year ending June 30, 1891.

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

Tonnage crossing Missouri river bridge at.....for the year ending June 30, 1891.

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

Page 66. Under heading "State or Territory" insert Iowa.

Page 77. Under "Overhead Highway Crossings" insert Overhead Farm Crossings.

Under "Conduits," insert farm crossings, "Under."

# LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.
- 2—State the number of acres yet to inure to your company from congressional grants.
- 3—State the average price at which these lands have been sold or contracted by the company.
- 4—State the number of acres sold.
- 5—State the amount received from sales.
- 6—State the amount unpaid on outstanding contracts.
- 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.
- 8—State the amount expended in sale and management of lands.
- 9—State the amount of taxes paid on lands.
- 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.
- 11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.
- Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?

- 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.
- 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.
- 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

No answers were received to the above list of questions.

## HISTORY.

Name of common carrier making this report:  
Des Moines Union Railway Company.

Date of organization:  
January 7, 1886.

Under laws of what Government, State or Territory organized? If more than one, name all.  
Give reference to each statute and all amendments thereof.  
State of Iowa.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:  
Not consolidated.

(For companies not making operating reports.) What carrier operates the road of this company?  
Des Moines Union Railway.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. M. Dodge.....	New York, N. Y.....	January 7, 1892, or when new Board is elected.
L. M. Martin.....	Des Moines, Iowa.....	
Charles M. Hayes.....	St. Louis, Mo.....	
James F. How.....	St. Louis, Mo.....	
F. M. Hubbell.....	Des Moines, Iowa.....	
F. C. Hubbell.....	Des Moines, Iowa.....	
A. B. Cummins.....	Des Moines, Iowa.....	
H. D. Thompson.....	Des Moines, Iowa.....	

Total number of stockholders at date of last election?  
Twelve.

Date of last meeting of stockholders for election of directors?  
February 11, 1891.



Give post-office address of general office:

Des Moines, Iowa.

Give post-office address of operating office:

Des Moines, Iowa.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	G. M. Dodge.....	New York, N. Y.
First Vice-President.....	A. B. Cummins.....	Des Moines, Iowa.
Secretary.....	F. M. Hubbell.....	Des Moines, Iowa.
Treasurer.....	F. M. Hubbell.....	Des Moines, Iowa.
General Solicitor.....	A. B. Cummins.....	Des Moines, Iowa.
Attorney or General Counsel.....	A. B. Cummins.....	Des Moines, Iowa.
Auditor.....	Chas. Seely.....	Des Moines, Iowa.
General Superintendent.....	Horace Seely.....	Des Moines, Iowa.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Des Moines Union Railway.....	Des Moines.....	Des Moines.....	2.7	2.7
Total mileage operated.....			2.7	2.7

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount out-standing.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 497,000.00	\$ 497,000.00	\$ 24,850.00	\$ 24,850.00
Total.....	\$ 497,000.00	\$ 497,000.00	\$ 24,850.00	\$ 24,850.00

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Bills receivable.....	\$ 20,003.46
Total.....	\$ 20,003.46

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Audited vouchers and accounts.....	\$ 11,303.08
Wages and salaries.....	8,208.82
Balance—Cash assets.....	591.56
Total.....	\$ 20,003.46

Materials and supplies on hand, \$7,094.95.

## CAPITAL STOCK.

CAPITAL STOCK

DESCRIPTION.	DIVIDENDS DECLARED DURING THE YEAR.	Amount.	Rate.	REMARKS.	Total amount issued and outstanding.	Total par value authorized.	Par value of shares authorized.	Number of shares authorized.	Total number of shares issued.	Total cash realized.	FUNDED DEBT.		MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.		CLASS OF BOND OR OBLIGATION.	Date of issue.	When due.	TIME.	Amount of authorized issue.	Amount outstanding.	Cash realized on amount issued.	Rate.	When payable.	Amount accrued during year.	Amount paid during year.
CAPITAL STOCK—Common.....					400,000.00	2,000,000.00	100	2,000	497,000.00	497,000.00															
Total.....					400,000.00	2,000,000.00	100	2,000	497,000.00	497,000.00															

MANNER OF PAYMENT FOR CAPITAL STOCK.

ISSUED FOR CASH—Common.....					400,000.00	2,000,000.00	100	2,000	497,000.00	497,000.00															
Total.....					400,000.00	2,000,000.00	100	2,000	497,000.00	497,000.00															

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	When payable.	Amount accrued during year.	Amount paid during year.
	Date of issue.	When due.								
First mortgage bonds.....	Nov. 1, 1887.	Nov. 1, 1917.	\$ 497,000.00	\$ 497,000.00	\$ 497,000.00	\$ 497,000.00	5	May and Nov. 1st.	\$ 24,850.00	\$ 24,850.00
Total.....			\$ 497,000.00	\$ 497,000.00	\$ 497,000.00	\$ 497,000.00	5		\$ 24,850.00	\$ 24,850.00



## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile of road owned.
	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.			
CONSTRUCTION						
Right of way						111.11
Other real estate						2,015.39
Grading and bridge and culvert masonry	3,347.32	5,449.60		8,796.92	5,449.60	800.38
Rails	2,579.30			2,579.30	2,579.30	383.30
Ties	4,461.52			4,461.52	4,461.52	663.52
Other superstructure	1,297.50			1,297.50	1,297.50	189.56
Purchase of constructed line					897,000.00	332,222.22
Total construction	10,685.64	5,449.60		16,135.24	913,438.24	338,310.48
EQUIPMENT:						
Locomotives					17,100.00	6,294.30
Total equipment				17,100.00	17,100.00	
Grand total cost construction, equipment, etc.	10,685.64			33,235.24	930,438.24	
Total cost construction, equipment, etc., State of Iowa					930,438.24	344,606.78

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

AMOUNT.	TOTAL AMOUNT OUTSTANDING.	APPORTIONMENT TO RAILROADS.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock	\$ 400,000.00	\$ 400,000.00	2.7	\$ 148,148.15
Bonds	497,000.00	497,000.00	2.7	184,074.44
Total	\$ 897,000.00	\$ 897,000.00	2.7	\$ 332,222.59

## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES—

Repair of roadway	\$ 7,828.12
Renewals of rails	2,599.30
Renewals of ties	4,464.52
Repairs of bridges and culverts	631.88
Repairs of fences, road-crossings, signs and cattle-guards	635.14
Repairs of buildings	1,245.56
Other expenses	2,813.10
Total	\$ 20,207.62

## MAINTENANCE OF EQUIPMENT—

Repairs and renewals of locomotives	\$ 1,321.76
Shop machinery, tools, etc.	942.82
Other expenses	2,294.60
Total	\$ 4,559.18

## CONDUCTING TRANSPORTATION—

Wages of engine-men, firemen and roundhousemen	\$ 12,313.86
Fuel for locomotives	5,560.08
Water-supply for locomotives	1,633.10
All other supplies for locomotives	406.38
Wages of switchmen, flagmen and watchmen	10,380.38
Wages of station agents, clerks, and laborers	26,061.30
Station supplies	2,829.56
Loss and damage	96.00
Injuries to persons	794.90
Other expenses	16,454.16
Total	\$ 76,534.72

## GENERAL EXPENSES:

Salaries of officers	\$ 1,220.92
General office expenses and supplies	324.06
Insurance	508.87
Legal expenses	2,646.00
Stationery and printing	536.92
Total	\$ 5,245.77

## RECAPITULATION OF EXPENSES:

Maintenance of way and structures	\$ 20,207.62
Maintenance of equipment	4,559.18
Conducting transportation	76,534.72
General expenses	5,245.77
Grand total	\$ 106,597.29



STATE OF IOWA, } ss.  
COUNTY OF POLK, }

We, the undersigned, A. B. Cummins, Vice-President, and Charles Seely, Auditor, of the Des Moines Union Railway Company, on our oath do severally say that the foregoing return has been prepared under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all of the financial operations of said company during the period for which said return is made.

A. B. CUMMINS,  
*Vice-President.*  
CHARLES SEELY,  
*Auditor.*

Subscribed and sworn to before me this 24th day of September, 1891.

JAS. P. HEWITT,  
*Notary Public in and for Polk County, State of Iowa.*

## ANNUAL REPORT

OF THE

CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY COMPANY,

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.
- Page 7. Give the names of your attorneys in Iowa.  
Superintendents for Iowa.  
Division Superintendents for Iowa.
- Page 11. Total mileage operated in Iowa.  
1,553.37 miles
- Page 13. Total mileage in Iowa.
- Page 17. 1—Amount of stock issued for dividends on earnings.  
2—Amount of stock per mile of road.  
3—Amount of stock representing road in Iowa.  
4—Amount of stock held in Iowa.
- Page 19. Amount of funded debt representing road in Iowa.
- Page 27. Grand total for Iowa.
- Page 33. Taxes paid in Iowa.
- Page 45. 1—Operating expenses per mile of road  
2—Operating expenses per train mile.  
3—Proportion of operating expenses and taxes for Iowa.  
4—Percentage of expenses to earnings.  
5—Net earnings per train mile.  
6—Percentage of earnings to stock and debt.  
7—Percentage of earnings to cost of road and equipment.  
8—Surplus at the commencement of the year.  
9—Surplus at the close of the year.  
10—Amount of its own stock owned by the company.
- Page 46. Fencing in Iowa.  
1—How many miles of fencing on your road in Iowa?  
2—How many miles of unfenced road in Iowa?  
3—What is the average cost per mile of fencing?  
4—What is the total cost of the same?  
5—How many miles of new fencing built during the year?



Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

2—Average number of tons in cars when in less than car lots.

3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.

4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.

a—Total receipts for freight forwarded to points outside the State.

b—Total receipts for freight received from points outside the State.

c—Total receipts for freight forwarded to points within the State.

d—Total receipts for freight received from points within the State.

e—Total receipts from passengers destined to points outside the State.

f—Total receipts from passengers from points outside the State.

g—Total receipts from passengers destined to points within the State.

h—Total receipts from passengers from points within the State.

5—Total amount received for local freight.

6—Total amount received for through freight.

7—Number of tons of local freight carried.

8—Total amount received from freight originating in Iowa and passing outside the State.

9—Total amount received from freight originating outside the State and destined to points in Iowa.

10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?

12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?

14—What per cent of freight received at each station on your road is local and what per cent interstate?

15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa to points on the main line outside the State, or to points on other lines?

19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 64. Tonnage crossing Mississippi river bridge at ..... for the year ending June 30, 1891.

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

Tonnage crossing Missouri river bridge at ..... for the year ending June 30, 1891.....

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

Page 69. Under heading "State or Territory" insert Iowa.

Page 77. Under "Overhead Highway Crossings," insert overhead farm crossings.

Under "Conduits," insert farm crossing, "under."

## LANDS—CONGRESSIONAL GRANTS.

Page 78. 1—State the number of acres of land your company has already received from the congressional grants.

2—State the number of acres yet to issue to your company from congressional grants.

3—State the average price at which these lands have been sold or contracted by the company.

4—State the number of acres sold.

5—State the amount received from sales.

6—State the amount unpaid on outstanding contracts.

7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.

8—State the amount expended in sale and management of lands.

9—State the amount of taxes paid on lands.

10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.

11—The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road all fixtures and conveniences for transacting its business.

Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?

2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.

3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

## HISTORY.

Name of common carrier making this report?

Chicago, Milwaukee & St. Paul Railway Company.

Date of organization?

May 5, 1863.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof.

Wisconsin.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same.

No consolidations.

Date and authority for each consolidation?

No consolidations.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:

Formed on the foreclosure of a portion of the La Crosse & Milwaukee Railroad. Organized under the revised statutes of Wisconsin of 1858, chapter 79, section 33.



## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Philip D. Armour.....	Chicago.....	September 16, 1891.
August Belmont, Jr.....	New York.....	
Frank S. Bond.....	New York.....	
Hugh T. Dickey.....	New York.....	
Peter Geddis.....	New York.....	
Frederick Layton.....	Milwaukee.....	
George C. Magoun.....	New York.....	
Joseph Milbank.....	New York.....	
Roswell Miller.....	Chicago.....	
William Rockefeller.....	New York.....	
Samuel Spencer.....	New York.....	
A. Van Santvoord.....	New York.....	
J. Hood Wright.....	New York.....	

Total number of stockholders at date of last election:  
2,854.

Date of last meeting of stockholders for election of directors.  
September 20, 1890.

Give post-office address of general office.  
Chicago, Ill.

Give post-office address of operating office.  
Chicago, Ill.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Roswell Miller.....	Chicago, Ill.
First Vice-President.....	Frank L. Bond.....	New York, N. Y.
Third Vice-President.....	E. P. Ripley.....	Chicago, Ill.
Secretary.....	P. M. Myers.....	Milwaukee, Wis.
Treasurer.....	F. G. Ranney.....	Chicago, Ill.
Assistant Treasurer.....	John McNabb.....	Chicago, Ill.
General Solicitor.....	John T. Fish.....	Chicago, Ill.
General Counsel.....	John W. Cary.....	Chicago, Ill.
Comptroller.....	E. Q. Sewall.....	Chicago, Ill.
General Auditor.....	W. N. D. Winne.....	Chicago, Ill.
General Manager.....	A. J. Earling.....	Chicago, Ill.
Chief Engineer.....	D. J. Whittemore.....	Chicago, Ill.
General Superintendent.....	W. G. Collins.....	Chicago, Ill.
Assistant General Superintendents.....	Two in number.....	
Division Superintendents.....	Fifteen in number.....	
Division Superintendents.....		
Division Superintendents.....		
Superintendent of Telegraph.....	U. J. Fry.....	Milwaukee, Wis.
Freight Traffic Manager.....	A. C. Bird.....	Chicago, Ill.
General Freight Agent.....	J. H. Highland.....	Chicago, Ill.
Assistant General Freight Agents.....	Three in number.....	
General Passenger Agent.....	G. H. Heafford.....	Chicago, Ill.
Assistant General Passenger Agents.....	Three in number.....	
General Ticket Agent.....	G. H. Heafford.....	Chicago, Ill.
Assistant General Ticket Agents.....	Two in number.....	
General Baggage Agent.....	W. D. Carrick.....	Milwaukee, Wis.
Land Commissioner.....	H. G. Hangan.....	Milwaukee, Wis.

PROPERTY OPERATED.  
FOR ROADS MAKING OPERATING REPORTS.

FROM—	TO—	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Total.
RAILROAD LINE REPRESENTED BY CAPITAL STOCK:									
Chicago.....	Milwaukee.....	44.57	27.32						82.50
Rondout.....	Libertyville.....	3.00							3.00
Chicago.....	Lewistown.....	13.50							13.50
North Chicago.....	Pacific Junction.....	3.39							3.39
Pacific Junction.....	Savanna.....	12.02							12.02
Galewood.....	Dunning.....	3.18							3.18
Savanna.....	Council Bluffs.....	2.30							2.30
Elk River Junction.....	Clinton.....								
Davenport.....	Jackson Junction.....								
Edridge.....	Hurtsville.....	50.63	60.31					140.37	262.54
Paralta.....	Farley.....	47.70							119.94
Marion.....	Ottumwa.....	14.94							47.70
Ottumwa Junction.....	Coburg.....								16.50
Racine.....	Kiltredge.....		16.09						16.09
Savanna.....	Port Byron Junction.....		196.30						196.30
Elkhorn.....	Rockford.....		10.27						10.27
Rockton.....	Vaughan du Chien.....		14.94						14.94
Stock Yards, Milwaukee.....	Verrill Park.....								
Blauvelt.....	Prairie du Sac.....								
Monroe Rock.....	Richland Center.....								
Milton.....	Shullsburg.....								
Janesville.....	Bellevue.....								
Broadhead.....	New Glarus.....								
Warren.....	Mineral Point.....	1.01							1.01
Calumet.....	La Crosse.....								
South Milwaukee.....	Madison.....								
Waterloo Junction.....	East Madison.....								
Portage City.....	Nesqueh.....								
New Lisbon.....	Vincennes.....								
North La Crosse.....	Onulaka.....								
North La Crosse.....	Minneapolis.....								
Maith.....	Carrick.....								
Laugham Junction.....	Zella.....								
North Milwaukee.....	Portage City.....								
Merrill Park.....	Schwartzburg.....								



## PROPERTY OPERATED—CONTINUED.

FROM—	TO—	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Total.
Cement Line Junction.....	Rock.....		1.06						1.06
Iron Ridge.....	Fond du Lac.....		28.52						28.52
Horicon.....	Berlin.....		42.30						42.30
Brandon.....	Markesan.....		11.49						11.49
Rush Lake Junction.....	Winneconne.....		14.89						14.89
Sabula Junction.....	River Junction.....			136.18	24.93				161.11
Bellevue.....	Cascade.....			35.77					35.77
Turkey River Junction.....	West Union.....			58.34					58.34
Waukon Junction.....	Waukon.....			22.95					22.95
Reno.....	Preston.....				57.77				57.77
North La Crosse.....	St. Paul.....		1.39		128.42				129.81
St. Paul.....	Minneapolis.....				8.30				8.30
St. Croix Junction.....	Stillwater.....				24.78				24.78
Wabasha.....	Zumbrota.....				60.21				60.21
Wabasha.....	Chippewa Falls.....		59.55		1.83				61.38
Red Cedar Junction.....	Cedar Falls.....		20.67						20.67
North McGregor.....	Chamberlain.....			291.48			149.77		441.25
Beulah.....	Elkader.....			19.32					19.32
Spencer.....	Spirit Lake.....			20.18					20.18
Rock Valley.....	Eden.....			8.09			1.29		9.38
Rock Junction.....	Running Water.....						62.85		62.85
Calmar.....	Minneapolis.....			41.58	130.64				172.02
Conover.....	Decorah.....			10.00					10.00
Austin.....	Mason City.....			27.95	11.34				39.29
Mendota.....	St. Paul.....				31.36				31.36
Northfield.....	Cannon Junction.....				31.98				31.98
La Crescent.....	Woonsocket.....				296.22		97.20		393.42
Wells.....	Mankato.....				38.08				38.08
Madison.....	Bristol.....						103.02		103.02
South Minneapolis.....	Ortonville.....				177.27				177.27
Glencoe.....	Hutchinson.....				13.45				13.45
Hopkins.....	Lake Minnetonka.....				7.84				7.84
Ortonville.....	Fargo.....				46.20	69.40			115.60
Ortonville Junction.....	Aberdeen.....				1.47		107.02		108.49
Hastings.....	Benton Junction.....				53.71				53.71
Milbank.....	Northwest.....						33.00		33.00
Andover.....	Harlem.....					17.20	38.71		55.91
Mitchell.....	Aberdeen.....						128.51		128.51
Aberdeen.....	Edgeley.....					31.61	32.72		64.33
Aberdeen.....	Bowdle.....						67.02		67.02
Roscoe.....	Orient.....						40.99		40.99
Roscoe.....	Eureka.....						26.39		26.39
Manilla.....	Sioux City.....			90.17					90.17
Sioux City.....	Scotland Junction.....			5.40			82.22		87.62
Scotland.....	Mitchell.....						47.67		47.67
Tripp.....	Armour.....						30.45		30.45
Elk Point.....	Sioux Falls Junction.....				34.92		67.81		102.73
Necedah.....	Babeock.....		18.94						18.94
Babeock.....	Pittsville.....		9.97						9.97
Pittsville Junction.....	Vesper.....		5.42						5.42
Dexterville.....	Lynn.....		22.45						22.45
Lynn.....	Northwest.....		2.45						2.45
In City of Fond du Lac.....			2.34						2.34
Totals, main track owned solely by C. M. & St. P. R'y Co.....		317.43	1,264.07	1,551.17	1,114.80	118.21	1,096.82	140.37	5,692.86



## PROPERTY OPERATED—CONTINUED.

NAME OF ROAD.	SITUATION.	Miles of line for each road.	Miles of line for each class of roads.
MILES OF MAIN TRACK IN WHICH THE C. M. & ST. P. R'y CO. OWNS A JOINT INTEREST:			
With Chicago & North-Western R'y	Chicago	.39	
Pitts., Cin., Chic. & St. L. R'y	Chippewa Falls	1.22	
Wisconsin Central Lines	Chicago	.10	
Chicago & North-Western R'y	Chicago	5.20	
Pitts., Cin., Chic. & St. L. R'y	Mendota to St. Paul	.16	
Chicago, St. P., Minn. & O. R'y	Davis Junction	1.87	
Chicago & Iowa R. R.	Davenport	.23	
Davenport, Iowa & Dak. R'y	Sioux City	.28	
Illinois Central R. R.	Fond du Lac		
Chicago, St. P., Minn. & O. R'y			9.45
Sioux City & Pacific R'y			5,602.86
Chicago & North-Western R'y			5,702.31
Miles of main track used jointly.			
Miles of main track owned solely			
Total main track used solely and jointly			19.09
LINE OPERATED UNDER CONTRACT:			
Oshkosh to Ripon			
LINE OPERATED OR USED UNDER TRACKAGE RIGHTS:			
Pitts., Cin., Chic. & St. L. R'y	Chicago	2.37	
Illinois Central R. R.	Dubuque	.67	
Kansas City, Ft. S. & Mem. R'y	Kansas City	1.48	
Kansas City Belt R'y	Coburg to Kansas City	5.87	
Chicago & Iowa R. R.	Rockford to Davis Junction	11.97	
Chicago, Rock Island & Pacific R'y	Port Byron Junction to Rock Island	6.73	
Total			29.09
Total miles main track			5,750.49

We have no such distinction as "Main Line" and "Branches."  
Mileage operated in Iowa, 1,553.27 miles.

## CAPITAL STOCK.

DESCRIPTION.	DIVIDENDS DECLARED DURING YEAR.	Amount.		Total amount issued and outstanding.	Total par value authorized.	Par value of shares.	Number of shares authorized.	Number of shares issued.	Cash realized on amount issued during year.	Total cash realized.	REMARKS.
		Rate.	Amount.								
CAPITAL STOCK:											
Common			46,027,561.00			100.00		170,840.26	\$ 16,302,000.00		
Preferred			22,196,000.00			100.00		51,089.17	5,212,248.50		
Total			68,223,561.00		Not fixed.	100.00		63,675.00			
MANAGE OF PAYMENT FOR CAPITAL STOCK.											
ISSUED FOR CASH:											
Common											
Preferred											
ISSUED IN EXCHANGE FOR BONDS:											
Common											
Preferred											
ISSUED IN EXCHANGE FOR MIL. & NORTHERN R. R. STOCK:											
Common											
Preferred											
ISSUED FOR DIVIDENDS:											
Common											
Preferred											
ISSUED FOR PURCHASE OF STOCK OF OTHER COMPANIES AND OTHER LINES OF ROAD:											
Common											
Preferred											
Total								63,675.00		63,675.00	The stock issued for dividends was in lieu of amount of net earnings which had been expended for construction and was charged to income account.



## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	INTEREST.			
	Date of issue.	When due.				Rate.	When payable.	Amount accrued during year.	Amount paid during year.
Milwaukee & St. Paul R'y.....	1863	1893			\$ 4,623,000.00	7	Jan. and July...	\$ 322,745.00	\$ 344,503.00
Iowa & Minnesota Division.....	1867	1897			3,198,000.00	7	Jan. and July...	223,860.00	221,900.00
Prairie du Chien Division, first mortgage.....	1868	1898			3,674,000.00	8	Feb. and Aug.	263,920.00	265,000.00
Prairie du Chien Division, second mortgage.....	1868	1898			1,239,000.00	7.3	Feb. and Aug.	90,532.17	91,140.50
Chicago & Milwaukee Division.....	1873	1903			2,285,000.00	7	Jan. and July...	167,510.00	167,650.00
St. Paul (or River) Division.....	1872	1902			3,283,000.00	7	Jan. and July...	229,810.00	228,655.00
St. Paul (or River) Division, Sterling.....	1872	1902			321,500.00	7	Jan. and July...	36,505.00	36,010.00
Iowa & Dakota Division.....	1869	1899			541,000.00	7	Jan. and July...	37,870.00	37,520.00
Hastings & Dakota Division.....	1872	1902			80,000.00	7	Jan. and July...	6,230.00	6,230.00
Consolidated.....	1875	1905			11,386,000.00	7	Jan. and July...	803,320.00	803,425.00
Terminal.....	1884	1914			4,773,000.00	5	Jan. and July...	238,650.00	237,675.00
Iowa & Dakota Division Extension.....	1878	1908			3,505,000.00	7	Jan. and July...	245,350.00	245,350.00
Hastings & Dakota Division Extension.....	1880	1910			3,680,000.00	7	Jan. and July...	397,600.00	393,085.00
Hastings & Dakota Division Extension.....	1880	1910			900,000.00	5	Jan. and July...	49,500.00	49,475.00
Southwestern Division.....	1879	1909			4,000,000.00	6	Jan. and July...	240,000.00	238,320.00
LaCrosse & Davenport Division.....	1879	1919			2,500,000.00	5	Jan. and July...	125,000.00	124,700.00
Chicago & Pacific Division.....	1880	1910			3,000,000.00	6	Jan. and July...	180,000.00	180,270.00
Chicago & Pacific Western Division.....	1881	1921			25,340,000.00	5	Jan. and July...	1,267,000.00	1,260,275.00
Southern Minnesota Division.....	1880	1910			7,432,000.00	6	Jan. and July...	445,800.00	446,010.00
Mineral Point Division.....	1880	1910			2,840,000.00	5	Jan. and July...	142,000.00	142,075.00
Dubuque Division.....	1880	1920			6,505,000.00	6	Jan. and July...	393,300.00	393,300.00
Wisconsin Valley Division.....	1880	1920			2,291,000.00	6	Jan. and July...	114,300.00	119,940.00
Wisconsin & Minnesota Division.....	1881	1921			4,755,000.00	5	Jan. and July...	257,730.00	258,775.00
Chicago & Lake Superior Division.....	1881	1921			1,260,000.00	5	Jan. and July...	68,000.00	67,800.00
Chicago & Missouri River Division.....	1886	1926			3,083,000.00	5	Jan. and July...	154,150.00	154,400.00
Dakota & Great Southern R'y.....	1886	1916			2,856,000.00	5	Jan. and July...	142,500.00	142,500.00
Fargo & Southern R'y.....	1883	1924			1,250,000.00	6	Jan. and July...	75,000.00	75,000.00
Minnesota Central R. R.....	1864	1894			123,000.00	7	Jan. and July...	8,610.00	8,610.00
Milwaukee & Western R. R.....	1861	1891			215,000.00	7	Jan. and July...	14,980.00	14,945.00
Wisconsin Valley R. R.....	1879	1909			1,105,500.00	7	Jan. and July...	77,455.00	77,455.00
Fargo & Southern R'y, Income.....	1885	1895			200,000.00	6	April and Oct.	12,000.00	11,040.00
Real estate.....	1884	1894			225,000.00	5	March and Sept.	11,250.00	10,940.00
Income sinking fund convertible.....	1886	1916			*1,840,000.00	5	Jan. and July...	94,000.00	96,000.00
General mortgage.....	1889	1889			12,720,000.00	4	Jan. and July...	280,000.00	351,426.30
Real estate (matured and paid).....								694.44	1,250.00
Total.....					\$129,797,000.00			\$7,237,951.61	\$7,214,741.80

\* The authorized issue of these bonds is \$5,000,000, of which only \$2,000,000 have been sold.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$107,730,000	\$107,730,000	\$6,857,582.80	\$6,857,582.80
Miscellaneous obligations.....	4,008,000	393,204.44	340,585.00	340,585.00
Income bonds.....	2,040,000	100,000.00	107,040.00	107,040.00
Total.....	\$113,778,000	\$108,123,204.44	\$7,305,207.80	\$7,305,207.80

CURRENT ASSETS AND LIABILITIES.  
CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 3,403,790.09
Due from agents.....	256,004.26
Net traffic balances due from other companies.....	613,256.37
Due from solvent companies and individuals.....	1,202,200.35
Other cash assets (excluding materials and supplies)*.....	5,602,000.00
Bonds in treasury or due from trustee.....	279,261.11
Stock in treasury.....	11,745,248.00
Total.....	\$11,745,248.00

\* Materials and supplies on hand, \$2,311,232.30.

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Loans and bills payable.....	\$ 3,477,298.44
Audited vouchers and accounts.....	1,213,912.38
Wages and salaries.....	1,572,803.88
Dividends not called for.....	30,027.08
Matured interest coupons unpaid (including coupons due July 1).....	3,441,400.06
Balance—Cash assets.....	2,009,724.00
Total.....	\$11,745,248.00

RECAPITULATION.  
A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	APPROPRIATION.		AMOUNT PER MILE OF ROAD.
		To railroads.	To other properties.	
Capital stock.....	\$ 68,292,161			\$ 6,702.31
Bonds.....	129,797,000			12,702.16
Total.....	\$ 198,089,161			\$ 19,404.47

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (THROUGH HIGHWAYS EXCLUDED).  
THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities—in excess of assets.	Total.	Miles.	Amount.
Grand total.....	\$ 68,292,161	\$ 129,797,000	None.	\$ 198,089,161	6,702.31	\$ 19,404.47



## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR, NOT INCLUDED IN OPERATING EXPENSES.		Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Charged to permanent improvements.	Charged to construction or equipment.			
<b>CONSTRUCTION—</b>					
Right of way.....		\$ 51,464.84			
Other real estate.....		134,792.25			
Fences.....		60,912.43			
Grading and bridge and culvert masonry.....		34,246.81			
Bridges and trestles.....		73,413.14			
Ballast.....		287,049.14			
Other superstructure.....		250,079.06			
Buildings, furniture and fixtures.....		30,164.14			
Shop machinery and tools.....		70,884.48			
Discount on securities sold for construction.....		290,000.00			
Sidings and yard extensions.....		233,227.63			
Road built by contract.....		364,384.35			
Purchase of constructed road.....		831,960.00			
Total construction.....		\$ 2,474,067.42			
<b>EQUIPMENT—</b>					
Locomotives.....		284,835.58			
Passenger cars.....		16,483.01			
Sleeping, parlor and dining cars.....		74,833.50			
Baggage, express and postal cars.....		10,900.94			
Freight cars.....		1,128,709.02			
Other cars of all classes.....		3,516.65			
Total equipment.....		\$ 1,510,369.12			
Grand total cost construction, equipment, etc.....		\$ 3,984,436.54	\$185,631,201.37	\$180,624,727.91	\$ 33,254.02
Total cost construction, equipment, etc., State of Iowa (Proportional).....		\$ 1,084,215.31	\$ 50,808,898.32	\$ 51,483,111.63	\$ 33,254.02

## CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY COMPANY. 647

## EARNINGS FROM OPERATION—STATE OF IOWA.

## PROPORTIONAL.

ITEMS	Total receipts.	Deductions, account of re-payments, etc.	Actual earnings.
<b>PASSENGER—</b>			
Passenger revenue.....	\$1,725,346.15		
Less repayments:			
Tickets redeemed.....		\$ 8,578.94	
Excess fares refunded.....			
Other repayments.....			
Total deductions.....		\$ 8,578.94	
Total passenger revenue.....			\$ 1,716,767.21
Mail.....	\$ 247,882.22		
Express.....	164,600.68		
Extra baggage and storage.....	28,321.21		
News service.....	2,000.70		
Other items—Sleeping and parlor cars.....	44,364.43		
Milk.....	31,670.34		
Total.....			\$ 519,639.48
Total passenger earnings.....			\$ 2,236,406.69
<b>FREIGHT—</b>			
Freight revenue.....	\$6,620,606.42		
Less repayments:			
Overcharge to shippers.....		\$ 158,805.22	
Other repayments.....			
Total deductions.....		\$ 158,805.22	
Total freight revenue.....			\$ 5,161,801.20
Stock yards.....	23,654.12		
Elevators.....	32,508.51		
Total.....			\$ 55,262.63
Total freight earnings.....			\$ 5,217,063.83
Total passenger and freight earnings.....			\$ 7,453,460.52
<b>OTHER EARNINGS FROM OPERATIONS—</b>			
Telegraph companies.....	\$ 8,826.80		
Rents from tracks, yards and terminals.....	21,740.61		
Rents not otherwise provided for.....	17,461.19		
Total other earnings.....			\$ 48,028.60
Total gross earnings from operation—Iowa.....			\$ 7,501,489.12
Total gross earnings from operation—entire line.....			\$ 27,629,794.18

## INCOME ACCOUNT

## FOR ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.....	\$ 27,629,794.18
Less operating expenses.....	17,634,163.33
Income from operation.....	\$ 9,995,630.85
Dividends on stocks owned.....	\$ 301,302.14
Interest on bonds owned.....	30,117.29
Miscellaneous income—less expenses.....	84,915.30
Income from other sources.....	\$ 416,424.73
Total income.....	\$ 10,412,088.68



## DEDUCTIONS FROM INCOME:

Interest on funded debt accrued.....	\$ 7,237,351.61
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	84,217.33
Taxes.....	857,906.53
Total deductions from income.....	\$ 8,179,375.47
Net income.....	\$ 2,232,680.21
Dividends, 3½ per cent, preferred stock.....	\$ 764,396.50
Dividends, 3½ per cent, preferred stock.....	767,756.50
Total.....	\$ 1,532,153.00
Surplus from operations of year ending June 30, 1891.....	\$ 700,527.21
Surplus on June 30, 1890.....	2,419,514.55
Total.....	\$ 3,120,041.76
Deductions for year.....	25,180.10
Surplus on June 30, 1891.....	\$ 3,094,861.66

## STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
Kansas City Belt Railway Company.....	\$ 20,000.00			\$ 20,263.25
Minnesota Transfer Railway Company.....	7,000.00			7,000.00
Minneapolis Eastern Railway Company.....	15,000.00			15,000.00
St. Paul Warehouse and Elevator Company.....	19,250.00			19,250.00
St. Paul Union Depot Company.....	70,000.00	0.5	4,200.00	70,000.00
Merrill B om Company.....	85,000.00	0.7	6,482.00	83,000.00
Tomahawk Land & Boom Company.....	69,000.00			69,000.00
Council Bluffs Union Elevator Company.....	46,700.00	0.5	1,401.00	46,696.67
Milwaukee Land Company.....	100,000.00	0.30	30,000.00	100,000.00
Brookville Coal Company.....	100,000.00	0.5	5,000.00	100,000.00
Excelsior Coal Company.....	150,000.00	0.5	7,500.00	150,000.00
Milwaukee Industrial Exposition.....	10,000.00			100.00
Minneapolis & St. Louis Railway Company.....	2,000.00			200.00
Minneapolis Industrial Exposition.....	2,500.00			100.00
Chicago Union Transfer Railway Company.....	20,000.00		495.14	20,000.00
World's Columbian Exposition.....	20,000.00			20,000.00
Liston, Needah & Lake Superior Railway Company.....	16,000.00			16,000.00
Elgin, Joliet & Eastern Railway Company.....	400,000.00			4,000.00
Milwaukee & Northern Railroad Company.....	6,157,850.00	4.0	246,314.00	6,087,850.00
Total.....	\$7,309,200.00		\$ 301,392.14	\$6,897,830.00

## BONDS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
Oshkosh & Mississippi River Railway Company.....	\$ 213,000.00	.08	\$ 1,704.00	\$ 213,000.00
Oshkosh & Mississippi River Railway Company.....	1,000.00	.08	9.32	1,000.00
Kansas City Belt Railway Company.....	82,000.00	.06	4,920.00	82,000.00
Kansas City Belt Railway Company.....	4,000.00	.06	120.00	4,000.00
Minnesota Transfer Railway Company.....	109,000.00	.05	5,450.00	109,000.00
Minnesota Transfer Railway Company.....	1,000.00	.05	25.00	1,000.00
Minneapolis Eastern Railway Company.....	75,000.00	.07		60,000.00
City of Ottumwa, Iowa.....	30,000.00	.04	1,200.00	20,000.00
Town of Canton, Minnesota.....	2,500.00	.07	267.36	2,500.00
Clear Lake Park Association.....	2,000.00	.07		2,000.00
St. Paul Chamber of Commerce.....	440.00	.07	35.00	440.00
Village of Flandrau, South Dakota.....	10,000.00	.08		1,000.00
Town of Ortonville, Minnesota.....	8,500.00	.06	345.00	2,500.00
Town of Graceville, Minnesota.....	5,000.00	.06	3,000.00	2,500.00
Town of Tarah, Minnesota.....	1,000.00	.06	50.61	250.00
St. Paul Chamber of Commerce certificate.....	100.00	.07		100.00
City of New Lisbon, Wisconsin.....	3,000.00	.06	180.00	3,000.00
Milwaukee & Northern Railroad Company.....	250.00	.06		250.00

## RENTALS RECEIVED.

DESIGNATION AND SITUATION OF PROPERTY LEASED.	NAME OF COMPANY OWNING PROPERTY LEASED.	ITEM.	TOTAL.
TRACKS AND YARDS— Between Rugby Junction and Milwaukee— WABEHOUSE— Milwaukee— PASSENGER STATION, ETC.— Milwaukee— Tracks— Milwaukee— Milwaukee— Scales— Milwaukee— Milwaukee— Total	Wisconsin Central Railway, 3 per cent on value. Wisconsin Central Railway, 6 per cent on value. Wisconsin Central Railway, 1.5 per cent on value. Wisconsin Central Railway, annual rent. Wisconsin Central Railway, annual rent	\$ 23,976.22 3,822.00 9,080.00 1,430.54 200.00	\$ 37,718.76
TRACKS AND TERMINALS— Between Switzburg and Milwaukee. Tracks— Council Bluffs. Clinton. Winona. Cedar Rapids. Boytown. Council Bluffs. TRACKS AND TERMINALS— Ottawa. Sioux City. Sioux City. Eau Claire. Total	Milwaukee & Northern Railroad, proportion of earnings. Omaha & St. Louis Railway, \$100 per month C. B. & O. R. R., \$35 per month C. B. & N. R. Y., \$11.10 per month Illinois Central Railroad, \$22.50 per month C. St. P., M. & O. R. Y., 5 per cent on cost. K. C., St. J. & C. B. R. R., 6 per cent on value; Wabash Railroad, 6 per cent on value. Sioux City & Northern Railroad, interest on value Wisconsin Central Railway, \$294.25 per month.	1,300.00 430.00 154.00 337.50 101.77 160.36 4,195.20 6,214.94 2,648.35	\$ 37,057.94
Grand total rents received		\$ 80,075.92	\$ 80,075.92
MISCELLANEOUS INCOME.			\$ 81,915.30



## OPERATING EXPENSES.

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>			
Repairs of roadway.....	\$ 522,128.26	\$ 859,356.13	\$ 1,381,484.39
Renewals of rails.....	171,832.07	285,804.95	457,637.02
Renewals of ties.....	312,945.06	529,244.77	842,189.83
Repairs of bridges and culverts.....	297,628.77	425,041.78	722,670.55
Repairs of fences, road-crossings, signs, and cattle guards.....	64,145.40	105,619.78	170,765.18
Repairs of buildings.....	81,988.86	130,682.84	212,671.70
Repairs of telegraph.....	9,615.79	15,918.82	25,534.61
<b>Total.....</b>	<b>\$ 1,420,314.21</b>	<b>\$ 2,343,669.07</b>	<b>\$ 3,763,983.28</b>
<b>MAINTENANCE OF EQUIPMENT:</b>			
Repairs and renewals of locomotives.....	\$ 367,679.21	\$ 809,443.05	\$ 1,177,122.26
Repairs and renewals of passenger cars.....	452,647.12		452,647.12
Repairs and renewals of freight cars.....		1,077,898.47	1,077,898.47
Shop machinery, tools, etc.....	28,797.18	62,081.84	90,879.02
<b>Total.....</b>	<b>\$ 849,123.51</b>	<b>\$ 1,949,423.36</b>	<b>\$ 2,798,546.87</b>
<b>CONDUCTING TRANSPORTATION:</b>			
Wages of engineers, firemen and round-housemen.....	\$ 573,383.20	\$ 1,266,076.25	\$ 1,839,459.45
Fuel for locomotives.....	631,755.48	1,406,535.49	2,040,290.97
Water supply for locomotives.....	29,942.79	46,027.61	76,970.40
All other supplies for locomotives.....	23,462.56	51,888.72	75,351.27
Wages of other trainmen.....	521,463.84	983,475.29	1,474,939.13
All other train supplies.....	80,227.12	122,280.25	202,507.37
Wages of switchmen, flagmen and watchmen.....	157,725.61	570,383.38	728,108.97
Expense of telegraph, including train dispatchers and operators.....	187,661.48	304,050.30	491,711.78
Wages of station agents, clerks, and laborers.....	274,733.41	1,639,859.89	1,914,593.30
Station supplies.....	69,653.21	83,820.42	153,473.63
Switching charges—balance.....		194,929.02	194,929.02
Car mileage—balance.....		287,607.52	287,607.52
Loss and damage.....	23,335.09	140,712.51	164,047.60
Injuries to persons.....	88,463.59	129,326.79	217,790.38
Other expenses.....	11,491.80	38,696.06	50,187.86
<b>Total.....</b>	<b>\$ 2,665,639.53</b>	<b>\$ 6,635,619.50</b>	<b>\$ 9,301,259.03</b>
<b>GENERAL EXPENSES:</b>			
Salaries of officers.....	\$ 112,546.30	\$ 183,180.95	\$ 295,727.25
Salaries of clerks.....	96,712.95	179,075.13	275,788.08
General office expenses and supplies.....	13,451.70	20,843.71	34,295.41
Agencies, including salaries and rent.....	100,520.04	128,410.00	228,930.04
Advertising.....	41,258.33	1,021.07	42,279.40
Commissions.....	45,493.77		45,493.77
Insurance.....	21,598.14	35,920.25	57,518.39
Expense of fast freight lines.....		2,979.76	2,979.76
Expense of traffic associations.....	4,698.26	51,560.98	56,259.24
Expense of stock yards and elevators.....		57,197.57	57,197.57
Rents for tracks, yards and terminals.....	138,796.30	86,237.55	225,033.85
Rents not otherwise provided for.....	37,354.20	53,925.57	91,279.77
Legal expenses.....	30,416.95	46,023.51	76,440.46
Stationery and printing.....	69,663.48	95,587.50	165,250.98
Other general expenses.....	45,104.14	70,846.04	115,950.18
<b>Total.....</b>	<b>\$ 757,564.46</b>	<b>\$ 1,012,809.59</b>	<b>\$ 1,770,374.05</b>
<b>RECAPITULATION OF EXPENSES:</b>			
Maintenance of way and structures.....	\$ 1,420,314.21	\$ 2,343,669.07	\$ 3,763,983.28
Maintenance of equipment.....	849,123.51	1,949,423.36	2,798,546.87
Conducting transportation.....	2,665,639.53	6,635,619.50	9,301,259.03
General expenses.....	757,564.46	1,012,809.59	1,770,374.05
<b>Grand total.....</b>	<b>\$ 5,692,641.71</b>	<b>\$ 11,941,521.52</b>	<b>\$ 17,634,163.23</b>
Percentage of expenses to earnings—entire line.....			63.82

## OPERATING EXPENSES—CONTINUED.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>OPERATING EXPENSES—STATE OF IOWA: (Proportional)</b>			
Maintenance of way and structures.....	\$ 383,615.31	\$ 636,306.15	\$ 1,021,921.46
Maintenance of equipment.....	230,537.04	529,268.44	759,805.48
Conducting transportation.....	733,731.13	1,801,579.70	2,535,310.83
General expenses.....	205,678.75	274,977.80	480,656.55
<b>Total.....</b>	<b>\$ 1,543,562.23</b>	<b>\$ 3,242,132.09</b>	<b>\$ 4,785,694.32</b>
Percentage of expenses to earnings—Iowa.....			63.92

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$183,631,301.37	\$189,624,727.91	\$ 3,993,426.54	
Cost of equipment.....	711,680.02	6,809,330.02	6,097,650.00	
Stocks of other companies owned.....	508,450.00	514,640.00	6,190.00	
Bonds of other companies owned.....	13,358.44	13,270.70	12.66	
Real estate.....	716,835.87	2,008,724.05	1,291,888.18	
Cash and current assets.....				
<b>OTHER ASSETS—</b>				
Materials and supplies.....	2,407,306.56	2,313,223.30		94,146.26
<b>Grand total.....</b>	<b>\$186,988,804.86</b>	<b>\$201,284,916.58</b>	<b>\$ 11,296,167.98</b>	<b>\$ 94,146.26</b>

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 61,708,861.00	\$ 68,236,161.00	\$ 6,527,300.00	
Funded debt.....	125,663,000.00	129,797,000.00	4,134,000.00	
Current liabilities.....	2,050,663.74	2,181,464.40	130,800.66	
Accrued interest on funded debt not yet payable.....	167,519.31	166,902.92		616.39
Profit and loss.....	2,419,514.55	3,094,832.66	675,318.11	
<b>Grand total.....</b>	<b>\$189,068,804.86</b>	<b>\$201,284,916.58</b>	<b>\$ 11,296,638.11</b>	<b>\$ 616.39</b>



RENTALS PAID.  
AMOUNTS PAID FOR USE OF TRACKS, YARDS AND TERMINALS.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY.	NAME OF COMPANY OWNING PROPERTY.	ITEM.	TOTAL.
Tracks.....	Milwaukee.....	Chicago & Northwestern Railway.....	\$ 430.00	
Tracks.....	Council Bluffs.....	Chicago, Burlington & Quincy.....	188.40	
Tracks and terminals.....	Between Port Byron Junction and Rock Island.....	Chicago, Rock Island & Pacific Railway.....	15,000.00	
Tracks.....	Chicago.....	Chicago, St. Louis & Pacific Railway.....	28,431.50	
Tracks and terminals.....	Between Davis Junction and Rock Island.....	Proportional maintenance.....	26,101.87	
Tracks.....	Council Bluffs.....	Proportional maintenance.....	420.00	
Tracks.....	Dubuque.....	Six per cent on value.....	2,400.00	
Tracks and terminals.....	Coburg to Kansas City.....	\$4,000.00 per annum.....	43,501.67	
TERMINALS—		Three per cent on value.....	9,597.50	
Passenger depot.....	Chicago.....	One and four-tenths per cent on value.....	\$ 16,040.20	124,022.64
Passenger depot.....	St. Paul.....	Proportional maintenance.....	29,176.50	
Passenger transfer.....	Council Bluffs.....	Proportional maintenance.....	31,563.41	
Passenger transfer.....	Council Bluffs.....	Proportional maintenance.....	4,400.00	
		\$9,750.00 per annum.....	9,750.00	
Total.....			\$ 100,941.11	
Grand total rents—B.			\$ 221,973.75	

## IMPORTANT CHANGES DURING THE YEAR.

## ALL EXTENSIONS OF ROAD PUT IN OPERATION—

Babcock to Pittsville, miles.....	10.65	
Pittsville Junction to Vesper, miles.....	8.42	
Dextererville to Lynn, miles.....	22.45	
Necedah to Babcock, miles.....	18.94	
Lynn to Northwest, miles.....	2.45—	64.93
In City of Fon du Lac.....	2.62	

## DECREASE IN MILEAGE BY LINE ABANDONED OR LINE STRAIGHTENED—

At Necedah.....	.38	
At Babcock.....	.08—	.36
Total miles.....		64.57

## ALL NEW STOCKS ISSUED—

Increase in Capital Stock—5,500 shares preferred issued in exchange for bonds, \$350,000.00; 61,581 shares common, issued for exchange or purchase of stock of the Milwaukee & Northern R. R. Co., \$5,153,300.00; total.....\$ 6,517,300.00

## ALL BONDS ISSUED—

Increase in funded debt—For expenditures for equipment and permanent improvements to June 30, 1891, \$1,483,000.00; less bonds received in exchange for preferred stock, \$350,000.00; total.....\$ 4,104,000.00

## CONTRACTS, AGREEMENTS, ETC.

## EXPRESS COMPANIES.

The American and the Adams Express Companies occupy the lines of this company, doing a general express business. Rates are various, and are governed by the business done and the facilities furnished.

## MAILS.

Compensation for mail service is not permanently fixed. Service is ordered subject to the rules and regulations of the post-office department, and the amount paid is based upon the weight of the mail transported over each route.

## SLEEPING, PARLOR AND DINING CAR COMPANIES.

Sleeping cars are owned and run by the Chicago, Milwaukee & St. Paul Railway Company. Rates are from \$1.50 to \$3.00, according to distance traveled.  
Parlor cars are owned and run by the Chicago, Milwaukee & St. Paul Railway Company. Rates are from 25 cents to \$1.00, according to distance traveled.  
Dining cars are owned and run by the Chicago, Milwaukee & St. Paul Railway Company. Charge per meal, 75 cents.

## FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage.

NOTE—Impossible to give the information called for on opposite page, as applying to any one State.



## SECURITY FOR FUNDED DEBT.

NAME OF BOND.	Line.	LINE (OR PROPERTY) MORTGAGED.	Miles.	Outstand- ing.
Milwaukee & St. Paul R'y.	1st.	Milwaukee to La Crosse.	197.70	8.
		Watertown to Madison.	37.00	
		Horicon to Berlin and Winneconne.	58.00	
		Milwaukee to Portage, via Horicon.	95.00	4,623,000.00
Iowa & Minnesota Division.	1st.	McGregor to St. Paul and Minneapolis.	220.00	3,198,000.00
Prairie du Chien Div., 8 per ct.	1st.	Milwaukee to Prairie du Chien.	194.00	3,674,000.00
Prairie du Chien Div., 7.3 per ct.	2nd.	Milwaukee to Prairie du Chien.		1,230,000.00
Chicago & Milwaukee Div.	1st.	Chicago to Milwaukee.	82.20	2,363,000.00
St. Paul (or River) Division.	1st.	LaCrescent to St. Paul.	128.10	3,804,500.00
Iowa & Dakota Division.	1st.	Calmar to Algona.	126.00	541,000.00
Hastings & Dakota Division.	1st.	Hastings to Glencoe.	74.20	89,000.00
Consolidated.	2nd.	On above described lines.		
	1st.	La Crosse Bridge and approaches.	1.70	
	1st.	Milton to Monroe.	42.00	
	1st.	Austin to Mason City.	40.00	
	1st.	Conover to Decorah.	10.00	
	1st.	Sabula to Marion.	87.00	11,486,000.00
Terminal.	1st.	Real estate and improvements in Chicago and Milwaukee.		4,773,000.00
Iowa & Dakota Division Ext.	1st.	Algona to Chamberlain.	273.00	
Hastings & Dakota Div. Ext.	1st.	Marion Junction to Running Water.	62.00	3,505,000.00
	1st.	Glencoe to Roscoe.	278.00	
	1st.	Roscoe to Eureka.	20.85	
	1st.	Aberdeen to Edgerly.	64.15	
	1st.	Milbank Junction to Sisseton.	33.00	6,670,000.00
Southwestern Division.	1st.	Racine to Port Byron Junction.	100.00	
	1st.	Eagle to Elkhorn.	17.00	17,000,000.00
La Crosse & Davenport Div.	1st.	Davenport to Jackson Junction.	150.50	
Chicago & Pacific Division.	1st.	Eldridge Junction to Maquoketa.	32.19	2,500,000.00
	2nd.	Chicago to Kittredge.	116.00	
	1st.	Kittredge to Savanna.	21.50	
Chi. & Pacific Western Div.	1st.	Sabula bridge and approaches.	3.54	3,000,000.00
	1st.	Cedar Rapids to Kansas City.	263.84	
	1st.	Marion to Council Bluffs.	261.70	
	1st.	Sioux City to Manila.	90.10	
	1st.	Egan to Woonsocket.	82.76	
	1st.	Sioux City to Aberdeen.	262.60	
	1st.	Elk Point to Sioux Falls.	70.00	
	1st.	Eden to Rock Valley.	9.00	
	1st.	Farley to Cedar Rapids.	47.00	25,340,000.00
Southern Minnesota Division.	1st.	LaCrescent to Sioux Falls.	345.50	
	1st.	Wells to Mankato.	38.10	
Mineral Point Division.	1st.	Minneapolis to Benton Junction.	28.86	7,432,000.00
	1st.	Warren to Mineral Point.	33.00	
	1st.	Calamine to Plattville.	18.00	
	1st.	Monroe to Shullsburg.	34.00	
	1st.	Lone Rock to Richland Center.	16.00	
Dubuque Division.	1st.	Viroqua to Sparta.	32.00	2,840,000.00
	1st.	LaCrescent to Clinton.	178.00	
	1st.	Caledonia Junction to Preston.	57.50	
	1st.	Waukon Junction to Waukon.	22.80	
	1st.	Turkey River Junction to West Union.	57.20	
	1st.	Bellevue to Cascade.	35.50	6,565,000.00
Wisconsin Valley Division.	2nd.	Tomah to Merrill.	107.00	
	1st.	Merrill to Minocqua.	54.50	2,391,000.00
Wisconsin & Minnesota Div.	1st.	Wabasha to Zumbrota.	89.00	
	1st.	Hastings to Stillwater.	25.50	
	1st.	Northfield to Red Wing.	32.50	
	1st.	Wabash to Chippewa Falls.	65.00	
	1st.	Red Cedar Junction to Cedar Falls.	21.00	
	1st.	Minn. to St. P. and Short Line bridge.	10.00	
	1st.	Read's Landing bridge.		4,755,000.00
Chicago & Lake Superior Div.	1st.	Janesville to Beloit.	14.00	
	1st.	Rockton to Rockford.	15.00	
	1st.	Madison to Portage.	39.00	1,360,000.00
Chicago & Mo. River Division.	1st.	Tripp to Armour.	20.40	
	1st.	Roscoe to Bowdle.	15.50	
	1st.	Roscoe to Orient.	41.10	3,683,000.00
Dakota & Great Southern R'y.	1st.	Madison to Bristol.	102.70	
	1st.	Andover to Harlem.	56.00	2,856,000.00
Fargo & Southern Railway.	1st.	Ortonville to Fargo.	117.60	1,250,000.00
Minnesota Central R. R.	1st.	McGregor to St. Paul and Minn.		123,000.00
Milwaukee & Western R. R.	1st.	Milwaukee to Watertown.		215,000.00

## SECURITY FOR FUNDED DEBT—CONTINUED.

NAME OF BOND.	Line.	LINE (OR PROPERTY) MORTGAGED.	Miles.	Outstand- ing.
Wisconsin Valley R. R.	1st.	Tomah to Merrill.		\$ 1,106,500.00
Fargo & Southern R'y income.	1st.	Not secured by mortgage.		200,000.00
Real estate.	1st.	Property in Chicago.		325,000.00
Income sinking fund, conv'tible.	1st.	Not secured by mortgage.		1,840,000.00
General mortgage.	1st.	Authorized issue, \$190,000,000—covering all property of the company.		
		For refunding above mentioned debt, and for extension and improvement of road.		12,720,000.00
Total.				\$129,797,000.00

## NO SPECIAL FUND.

All of the equipment and rolling stock reported as owned on page .... of this report, is covered by and included in the several mortgages of the company, and it is used on the whole line as an entirety without division.

## EMPLOYEES AND SALARIES—STATE OF IOWA.

## PROPORTIONAL.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.	17	5,321	\$ 80,817.10	\$15.24
General office clerks.	193	52,949	74,876.46	2.33
Station agents.	227	71,051	162,511.51	2.28
Other station men.	272	85,196	164,834.90	1.91
Engineers.	233	73,029	265,408.56	3.63
Firemen.	257	74,181	167,084.23	2.26
Conductors.	179	50,527	178,706.54	3.50
Other trainmen.	371	116,123	210,429.78	1.80
Machinists.	121	37,873	163,015.74	2.71
Carpenters.	257	74,181	176,331.91	2.38
Other shopmen.	624	195,312	362,105.79	1.85
Section foremen.	344	107,672	190,519.41	1.83
Other trackmen.	940	294,220	378,179.96	1.21
Switchmen, flagmen and watchmen.	369	96,717	197,681.43	2.04
Telegraph operators and dispatchers.	216	67,608	142,974.51	2.11
All other employees and laborers.	960	300,480	512,825.83	1.71
Total (including general officers)—Iowa.	5,390	1,687,070	\$ 3,383,803.04	\$ 2.01
Less general officers.	17	5,321	80,817.10	15.24
Total (excluding general officers)—Iowa.	5,373	1,681,749	\$ 3,303,485.94	\$ 1.96
DISTRIBUTION OF ABOVE—				
General administration.	171	53,523	\$ 206,450.80	\$ 3.86
Maintenance of way and structures and permanent improvements.	1,600	622,870	851,775.03	1.37
Maintenance of equipment and new equipment.	1,034	325,642	730,962.27	2.20
Conducting transportation.	2,195	687,035	1,565,505.88	2.31
Total (including general officers)—Iowa.	5,390	1,687,070	\$ 3,383,803.04	\$ 2.01
Less general officers.	17	5,321	80,817.10	15.24
Total (excluding general officers)—Iowa.	5,373	1,681,749	\$ 3,303,485.94	\$ 1.96
Total (including general officers)—entire line.	19,854	6,214,302	\$12,453,392.94	\$ 2.01

Average for year, \$627.75.



## PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF IOWA—PROPORTIONAL.

<b>PASSENGER TRAFFIC:</b>	
Number of passengers carried earning revenue.....	2,150,071
Number of passengers carried one mile.....	7,382,624
Average distance carried—miles.....	3.315
Total passenger revenue.....	\$ 1,716,767.21
Average amount received from each passenger.....	.79.847
Average receipts per passenger per mile.....	.02.408
Estimated cost of carrying each passenger one mile.....	.02.168
Total passenger earnings.....	2,236,406.69
Passenger earnings per mile of road.....	1,444.54
Passenger earnings per train-mile.....	1.09.751
<b>FREIGHT TRAFFIC:</b>	
Number of tons carried of freight earning revenue.....	2,822,795
Number of tons carried one mile.....	514,674,932
Average distance haul of one ton—miles.....	18.232
Total freight revenue.....	\$ 5,161,801.29
Average amount received for each ton of freight.....	1.82.861
Average receipts per ton per mile.....	.01.003
Estimated cost of carrying one ton one mile.....	.00.630
Total freight earnings.....	5,217,053.83
Freight earnings per mile of road.....	33.69.80
Freight earnings per train-mile.....	1.53.972
<b>PASSENGER AND FREIGHT:</b>	
Passenger and freight revenue.....	\$ 6,878,568.41
Passenger and freight revenue per mile of road.....	4,443.01
Passenger and freight earnings.....	7,453,460.52
Passenger and freight earnings per mile of road.....	4,814.34
Gross earnings from operation.....	7,501,489.12
Gross earnings from operation per mile of road.....	4,845.37
Expenses.....	214,609.09
Expenses per mile of road.....	3,002.46
<b>TRAIN MILEAGE:</b>	
Miles run by passenger trains.....	1,082,203
Miles run by freight trains.....	3,221,792
Miles run by mixed trains.....	222,019
Total mileage trains earning revenue.....	5,426,014
Miles run by switching trains.....	1,351,885
Miles run by construction and other trains.....	226,221
Grand total train mileage.....	7,004,120
Mileage of loaded freight cars—north or east.....	27,392,803
Mileage of loaded freight cars—south or west.....	24,456,603
Mileage of empty freight cars—north or east.....	8,163,051
Mileage of empty freight cars—south or west.....	11,244,365
Average number of freight cars in train.....	21.03
Average number of loaded cars in train.....	15.30
Average number of empty cars in train.....	5.73
Average number of tons of freight in train.....	151.89
Average number of tons of freight in each loaded car.....	99.3

## PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

<b>PASSENGER TRAFFIC—</b>	
Number of passengers carried earning revenue.....	7,919,220
Number of passengers carried one mile.....	262,551,100
Average distance carried, miles.....	33.15
Total passenger revenue.....	\$ 6,323,267.82
Average amount received from each passenger.....	.79.847
Average receipts per passenger per mile.....	.02.408
Estimated cost of carrying each passenger one mile.....	.02.168
Total passenger earnings.....	8,397,325.38
Passenger earnings per mile of road (5,702.31 miles).....	1,444.54
Passenger earnings per train mile.....	1.09.751
<b>FREIGHT TRAFFIC—</b>	
Number of tons carried of freight earning revenue.....	10,397,035
Number of tons carried one mile.....	1,895,635,111
Average distance haul of one ton, miles.....	182.32
Total freight revenue.....	\$ 19,912,150.12
Average amount received for each ton of freight.....	1.82.861
Average receipts per ton per mile.....	.01.003
Estimated cost of carrying one ton one mile.....	.00.630
Total freight earnings.....	19,215,667.88
Freight earnings per mile of road (5,702.31 miles).....	3,369.80
Freight earnings per train mile.....	1.53.972
<b>PASSENGER AND FREIGHT—</b>	
Passenger and freight revenue.....	25,335,426.94
Passenger and freight revenue per mile of road (5,702.31 miles).....	4,443.01
Passenger and freight earnings.....	27,432,893.26
Passenger and freight earnings per mile of road.....	4,814.34
Gross earnings from operation.....	27,629,794.18
Gross earnings from operation per mile of road.....	4,845.37
Expenses.....	17,634,663.29
Expenses per mile of road.....	3,082.46
<b>TRAIN MILEAGE—</b>	
Miles run by passenger trains.....	7,380,932
Miles run by freight trains.....	11,966,637
Miles run by mixed trains.....	817,748
Total mileage trains earning revenue.....	\$ 19,985,317
Miles run by switching trains.....	4,979,315
Miles run by construction and other trains.....	833,227
Grand total train mileage.....	25,797,862
Mileage of loaded freight cars—north or east.....	109,894,302
Mileage of loaded freight cars—south or west.....	90,070,568
Mileage of empty freight cars—north or east.....	30,066,485
Mileage of empty freight cars—south or west.....	41,415,489
Average number of freight cars in train.....	21.03
Average number of loaded cars in train.....	15.30
Average number of empty cars in train.....	5.73
Average number of tons of freight in train.....	151.89
Average number of tons of freight in each loaded car.....	99.3



## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA—PROPORTIONAL.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
<b>PRODUCTS OF AGRICULTURE—</b>				
Grain .....	472,252	103,695	575,947	20.46
Flour .....	92,838	29,379	122,217	4.61
Other mill products .....	20,379	4,473	24,852	.88
Hay .....	24,151	5,301	29,452	1.04
Tobacco .....	4,644	1,019	5,663	.20
Fruit and vegetables .....	18,638	4,091	22,729	.81
<b>PRODUCTS OF ANIMALS—</b>				
Live stock .....	150,177	32,966	183,143	6.49
Dressed meats .....	6,459	1,418	7,877	.28
Other packing-house products .....	43,225	9,488	52,713	1.87
Butter and cheese .....	12,482	2,740	15,222	.54
<b>PRODUCTS OF MINES—</b>				
Anthracite coal .....	73,980	16,240	90,220	3.20
Bituminous coal .....	107,553	39,780	147,333	5.24
Coke .....	12,611	2,768	15,379	.54
Ores .....	11,875	2,607	14,482	.51
Stone, sand, and other like articles .....	100,671	22,099	122,770	4.35
Salt .....	14,037	3,081	17,118	.61
<b>PRODUCTS OF FOREST—</b>				
Lumber .....	348,017	76,394	424,411	15.04
Other .....	58,236	12,783	71,019	2.51
<b>MANUFACTURES—</b>				
Iron, pig and bloom .....	32,193	7,067	39,260	1.39
Iron and steel rails .....	7,788	1,710	9,498	.34
Other castings and machinery .....	8,827	1,938	10,765	.38
Bar and sheet metal .....	3,116	684	3,800	.13
Cement, brick and lime .....	49,816	10,935	60,751	2.15
Agricultural implements .....	55,723	12,232	67,955	2.41
Wagons, carriages, tools, etc. ....	20,610	4,524	25,134	.89
Wines, liquors and beers .....	55,883	12,267	68,150	2.41
Ice .....	86,645	19,020	105,665	3.74
<b>MERCHANDISE</b> .....	183,055	40,183	223,238	7.91
<b>MISCELLANEOUS—</b>				
Other commodities not mentioned above .....	178,811	39,251	218,062	7.73
Total tonnage, Iowa .....	2,314,692	508,103	2,822,795	100.00
Total tonnage entire line .....	8,525,568	1,871,467	10,397,035	

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>LOCOMOTIVES—</b>						
Passenger .....	7	266	266	Westinghouse.		
Freight .....	15	450	145	Westinghouse.		
Switching .....	3	83	27	Westinghouse.		
Total locomotives .....	25	801	438	Westinghouse.		
<b>CARS IN PASSENGER SERVICE—</b>						
First-class passenger cars .....	3	329	329	Westinghouse.	329	Janney & Miller.
Second-class passenger cars .....		32	32	Westinghouse.	32	Janney & Miller.
Dining cars .....	1	9	9	Westinghouse.	9	Cowell.
Parlor cars .....	3	12	12	Westinghouse.	9	Cowell.
Sleeping cars .....	1	57	57	Westinghouse.	40	Cowell.
Baggage, express and postal cars .....	5	245	239	Westinghouse.	11	Miller.
Other cars in passenger service .....		2	2	Westinghouse.	223	Janney & Miller.
Total .....	9	678	671	Westinghouse.	653	
<b>CARS IN FREIGHT SERVICE—</b>						
Box cars .....	1,811	16,025	1,969	Westinghouse.	3,235	Janney & Gould.
Flat cars .....	76	4,177			153	Janney & Gould.
Stock cars .....	159	2,340			5	Janney & Gould.
Refrigerator cars .....	41	509	152	Westinghouse.	320	Janney & Gould.
Other cars .....	191	191				
Total .....	1,900	23,842	2,121	Westinghouse.	3,613	Janney & Gould.
<b>CARS IN COMPANY'S SERVICE—</b>						
Gravel cars .....	150	150			150	Janney.
Derrick cars .....		10	1	Westinghouse.		
Caboose cars .....	8	442	2	Westinghouse.		
Other road cars .....	3	51	1	Westinghouse.		
Total .....	159	653	4	Westinghouse.	150	Janney.
<b>CARS CONTRIBUTED TO EAST FREIGHT LINE SERVICE .....</b>	12	822	150	Westinghouse.		
Total cars owned .....	2,096	25,095	2,946	Westinghouse.	4,418	
Grand total cars .....	2,096	25,095	2,946	Westinghouse.	4,418	



## MILES OF ROAD—JUNE 30, 1891.

FROM—	TO—	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Total.
Chicago	Milwaukee	45.06	37.02						82.08
Rondout	Libertyville	3.00							3.00
Chicago	Llewellyn Park	13.69							13.69
North Chicago	Pacific Junction	3.39							3.39
Pacific Junction	Savanna	133.18							133.18
Galewood	Dunning	3.18							3.18
Savanna	Council Bluffs	2.30		349.18					351.48
Elk River Junction	Clinton			10.05					10.05
Davenport	Jackson Junction			153.37					153.37
Eldridge	Hurtsville			34.61					34.61
Paralta	Farley			43.63					43.63
Marion	Ottumwa			97.00					97.00
Ottumwa Junction	Coburg			62.27				140.27	202.54
Racine	Klitrledge	50.63	69.31						119.94
Savanna	Port Byron Junction	47.70							47.70
Elkhorn	Eagle		16.59						16.59
Rockton	Rockford	14.94							14.94
Milwaukee	Prairie du Chien		195.36						195.36
Stock Yards, Milwaukee	Merrill Park		80						80
Mazomanie	Prairie du Sac		10.37						10.37
Lone Rock	Richland Center		16.23						16.23
Milton	Shullsburg		76.84						76.84
Janesville	Beloit		13.86						13.86
Brodhead	New Glarus		22.78						22.78
Warren	Mineral Point	1.01	31.28						32.29
Calumet	Plattsville		17.08						17.08
South Milwaukee	La Crosse		196.37						196.37
Watertown Junction	Madison		36.48						36.48
Portage City	East Madison		33.01						33.01
New Lisbon	Necedah		12.74						12.74
Viroqua Junction	Viroqua		32.17						32.17
North La Crosse	Onalaska		3.76						3.76
Tomah	Minocqua		161.50						161.50
Mather	Carrick		16.01						16.01
Lapham Junction	Zeda		2.66						2.66
North Milwaukee	Portage City		100.27						100.27
Merrill Park	Schwartzburg		6.25						6.25
Cement Line Junction	Rock		1.06						1.06
Iron Ridge	Fond du Lac		28.52						28.52
Horicon	Berlin		42.30						42.30
Brandon	Markeean		11.49						11.49

Ripon	Oshkosh	10.09							10.09
Rush Lake Junction	Winneconne	14.80							14.80
Sabula Junction	River Junction		133.18	24.03					161.11
Bellevue	Cascade		35.77						35.77
Turkey River Junction	West Union		58.34						58.34
Waukon Junction	Waukon		22.05						22.05
Reno	Preston		57.77						57.77
North La Crosse	St. Paul	1.39	138.42						139.81
St. Paul	Minneapolis		8.30						8.30
St. Croix Junction	Stillwater		24.78						24.78
Wabasha	Zumbrota		60.21						60.21
Wabasha	Chippewa Falls	60.27	1.82						62.09
Red Cedar Junction	Cedar Falls	20.67							20.67
North McGregor	Chamberlain		201.48			149.77			441.25
Beulah	Elkader		19.22						19.22
Spencer	Spirit Lake		20.18						20.18
Rock Valley	Eden		8.90						8.90
Marion Junction	Runnig Water					62.85			62.85
Calmar	Minneapolis		41.38	130.64					172.02
Conover	Decorah		10.00						10.00
Austin	Mason City		27.95	11.34					39.29
Mendota	St. Paul		5.56						5.56
Northfield	Cannon Junction		31.08						31.08
La Crescent	Woonsocket		206.24			97.20			303.44
Wells	Mankato		38.08						38.08
Madison	Bristol		177.27			103.02			280.29
South Minneapolis	Ortonville		13.45						13.45
Glencoe	Hutchinson		7.84						7.84
Hopkins	Lake Minnetonka		46.29	69.40		1.28			116.97
Ortonville	Fargo					107.02			107.02
Ortonville Junction	Aberdeen		53.71						53.71
Hastings	Benton Junction								
Milbank	Northwest					33.00			33.00
Andover	Harlem					38.71			38.71
Mitchell	Aberdeen					128.31			128.31
Aberdeen	Edgeley					32.72			32.72
Aberdeen	Bowdle					57.02			57.02
Roscoe	Orient					40.99			40.99
Roscoe	Eureka					26.39			26.39
Manilla	Sioux City	60.17							60.17
Sioux City	Scotland Junction	5.63				82.22			87.85
Scotland	Mitchell					47.67			47.67
Tripp	Armour		34.92			20.45			55.37
Elk Point	Sioux Falls Junction					67.81			67.81
Necedah	Babcock	18.94							18.94
Babcock	Pittsville	9.97							9.97
Pittsville Junction	Vesper	8.42							8.42
Dexterville	Lynn	22.45							22.45
Lynn	Northwest	2.45							2.45
In City of Fond du Lac		2.62							2.62
Totals		318.08	1,374.66	1,583.27	1,120.09	118.21	1,096.82	140.27	5,721.40



# MILEAGE. MILEAGE OF ROAD OPERATED IN IOWA.

LINE IN USE.	Line represent- ed by capital stock—main line, branches and spurs.	Line of propert- ies.	Line operated under lease.	Line operated under con- tract, etc.	Line operated under track- age rights.	Total mileage operated.	New line con- structed and purchased during year.	RAILS.	
								Iron.	Steel.
Miles of single track.....	5,702.31		19.09		29.09	5,705.49	64.57	1,501.40	4,240.09
Miles of second track.....	84.09				15.72	100.41	36.53		100.41
Miles of third track.....	3.25				3.25	3.25			3.25
Miles of connecting track.....	25.04				25.04	25.04	* .04		25.04
Miles of yard track and sidings.....	1,099.78					1,099.78	46.72	877.29	292.49
Total mileage operated (all tracks).....	96.00					7,048.97	147.78	2,378.69	4,670.28

\* This is a reduction.

## B. MILEAGE OF LINE BY STATES AND TERRITORIES.

### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	Line represent- ed by capital stock—main line, branches and spurs.	Line of prop- rietary com- panies.	Line operated under lease.	Line operated under con- tract, etc.	New line con- structed and purchased during year.	Total mileage, excluding trackage rights.	Line operated under track- age rights.	RAILS.	
								Iron.	Steel.
Illinois.....	318.08		19.09		64.57	318.08	21.07	27.33	290.75
Wisconsin.....	1,355.57					1,374.05		240.23	1,134.44
Iowa.....	1,553.27					1,553.27	.07	357.41	1,195.86
Minnesota.....	1,120.09					1,120.09		338.94	781.15
North Dakota.....	118.21					118.21		6.46	11.75
South Dakota.....	1,096.82					1,096.82		531.04	565.78
Missouri.....	140.27					140.27	7.35		140.27
Total mileage operated (single track).....	5,702.31		19.09		64.57	5,721.40	29.09	1,501.40	4,220.00

### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	Line represent- ed by capital stock—main line, branches and spurs.	Line of propert- ies.	Line operated under lease.	Line operated under con- tract, etc.	New line con- structed and purchased during year.	Total mileage excluding trackage rights.	Line operated under track- age rights.	RAILS.	
								Iron.	Steel.
Illinois.....	318.08					318.08		27.33	290.75
Wisconsin.....	1,355.57					1,355.57		240.23	1,115.35
Iowa.....	1,553.27					1,553.27		357.41	1,195.86
Minnesota.....	1,120.09					1,120.09		338.94	781.15
North Dakota.....	118.21					118.21		6.46	11.75
South Dakota.....	1,096.82					1,096.82		531.04	565.78
Missouri.....	140.27					140.27			140.27
Total mileage owned (single track).....	5,702.31					5,702.31		1,501.40	4,200.91

### CONSUMPTION OF FUEL BY LOCOMOTIVES—ALL LINES—PROPORTIONAL.

LOCOMOTIVES.	Tons of coal— bituminous.	Cords of wood— soft.	Total fuel con- sumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger.....	59,793	9,135	80,860	2,161,186	74.83
Freight.....	124,823	3,408	136,027	3,651,626	74.83
Switching.....	40,520	1,235	50,189	1,241,426	74.83
Construction.....	11,066	294	11,153	298,094	74.83
Total.....	275,145	7,362	278,859	7,452,365	74.83
Average cost at distributing point.....	\$ 1.95	\$2.26			



## RENEWALS OF RAILS AND TIES—STATE OF IOWA—PROPORTIONAL.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard—pounds.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
Steel.....	8,778	60 and 70	\$ 32.07	Mixed.....	385,452	\$ 39.40
Total.....	8,778	60 and 70	\$ 32.07	Total.....	385,452	\$ 39.40

## ACCIDENTS TO PERSONS—STATE OF IOWA.

## ACTUAL.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	1	6	1	9	3	4	4	14
Falling from trains and engines.....	1	6	1	5	1	3	1	6
Collisions.....	1	5	1	1	1	6	1	5
Deraillments.....	1	12	1	1	1	12	1	9
Other train accidents.....	1	12	1	1	1	12	1	2
At stations.....	1	12	1	1	1	12	1	2
Other causes.....	1	12	1	1	1	12	1	2
Total.....	3	28	1	2	3	12	7	42

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	1	8	1	1	1	1	1	1
Deraillments.....	1	8	1	1	1	1	1	1
Other train accidents.....	1	8	1	1	1	1	1	1
At highway crossings.....	1	8	1	1	1	1	1	1
At stations.....	1	8	1	1	1	1	1	1
Other causes.....	1	8	1	1	1	1	1	1
Total.....	3	16	2	2	2	2	18	10

## TRAINMEN KILLED—OTHER CAUSES.

Brakeman found near track dead..... 1

## OTHER EMPLOYEES INJURED—OTHER CAUSES.

 Flagman boarding moving train fell..... 1  
 Brakeman intoxicated coupling cars..... 1

## TRESPASSERS KILLED AND INJURED—"OTHER CAUSES."

	Killed.	Injured.
Lying on track intoxicated, run over.....	1	
Walking on track.....	4	1
Found dead on track.....	5	
Fell through bridge.....	1	1
Boarding train, fell, run over.....	1	2
Jumped off moving train.....	1	
Crossing track, run over.....	1	
Playing on track, run over, three years old.....	1	
Fell off depot platform.....	1	
Total.....	15	8

## CHARACTERISTICS OF ROAD.

To secure data for correctly compiling the statement here requested, it will be necessary to make a re-survey of a large portion of the system, as in the last twenty years modifications of grades have been made, of which there are, in many instances, no records in the Engineer's office. On some lines acquired by this Company no profiles are in existence. To compile what data we have would require about three months' time, and to make a survey of the parts of the line of which we have not correct records may require four months' work with a field party.

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length—feet.	Minimum length—feet.	Maximum length—feet.	ITEM.	Number.	Height of lowest above surface of rail—feet.
BRIDGES—					OVERHEAD HIGHWAY CROSSINGS—		
Iron.....	22	3,420	32	364	Bridges.....	1	20
Wooden.....	148	16,808	40	158	Trestles.....	31	20
Total.....	170	30,318			Total.....	32	
TRESTLES.....	2,512	194,034	10	1,605	OVERHEAD RAILWAY CROSSINGS—		
					Bridges.....	3	20
					Trestles.....	8	
					Total.....	11	

## GAUGE OF TRACK—

	Whole Line.	Iowa.
Four feet eight and one-half inches.....	5,567.63 miles.	1,517.50 miles.
Three feet.....	135.75 miles.	33.77 miles.
Total.....	5,721.40 miles.	1,553.27 miles.

## TELEGRAPH.

535.20 miles of line; 1,747.30 miles of wire; operated by Western Union Telegraph Company.  
 1,005.50 miles of line; 3,374.60 miles of wire; operated by Western Union Telegraph Company.

For the construction of the telegraph lines the Western Union Telegraph Company, or the Northwestern Telegraph Company, in some cases furnished some material, and claim joint ownership; amount not definitely fixed.



## CAR MILEAGE.

State below all individuals co-operative fast freight lines, and stock companies, to which the company making this report pays mileage for the use of cars.

American Tank Line.	Kansas City Dressed Beef Line.
Armour, Cudahy Co.	Kansas City Packing Co.
American Refrigerator Transit Co.	Kansas City Refrigerator Car Co.
Ames Coal Transportation Co.	A. L. Knoblauch.
Anglo-American Refrigerator Co.	Lima Oil Co.
Armour & Co.	Mann Brothers.
Austell Refrigerator Co.	Menasha Wooden Ware Co.
Anderson Refrigerator Line.	Merchants Despatch Transportation Co.
Arms Palace Horse Car Co.	Midland Line.
American Live Stock Transportation Co.	Mitchell & Lewis Co.
American Cotton Oil Co.	Edward Morris Refrigerator Line.
American Live Stock Express Co.	Nelson Morris & Co.
American Transportation Co.	Mutual Oil Co.
Blue Line Transit Co.	Mather Stock Car Line.
J. B. Bassett & Co.	A. D. Miller & Sons.
Barrett & Barrett.	National Despatch Line.
Bousfield & Co.	National Linseed Oil Co.
Canada Southern Line.	Nickel Plate Line.
J. I. Case Threshing Machine Co.	National Oil Co.
California Fruit Transportation Co.	National Gas Oil Co.
Columbus & Hocking Coal and Iron Co.	Pennsylvania Refining Co.
Coates Trunk Line.	Pittsburgh & Toledo Despatch.
Crystal Oil Works.	Peerless Refining Co.
Canadian Pacific Despatch.	Post, Martin & Co.
Canada Cattle Car Co.	Pullman's Palace Car Co.
Chicago Stock Car Co.	Polar Equipment & Transit Co.
Chicago Refrigerator Car Co.	Paragon Refining Co.
Chicago Steel Works.	Racine Wagon & Carriage Co.
Consolidated Tank Line Co.	Red Line Transit Co.
Cleveland Refining Co.	W. P. Rend & Co.
J. Dold & Son, Dressed Beef Line.	Railway Car Association.
J. W. Ellsworth & Co.	St. Louis Refrigerator Car Co.
Empire Line.	Schofield, Schurmer & Teagle.
Erie Despatch.	Southern Iron Car Line.
Empire Oil Works.	Swift Refrigerator Car Co.
Eureka Coal Co.	Silberhorn Co.
Excelsior Oil Co.	Street's Western Stable Car Line.
Eagle Consolidated Refining Co.	St. Charles Car Co.
Fall Brook Coal Co.	Southern Despatch Lumber Line.
N. K. Fairbank & Co.	Sun Oil Line Co.
Globe Refining Co.	A. T. Thatcher.
Goodell Refrigerator Co.	Union Line.
Hammond Refrigerator Co.	Union Tank Line.
Hannibal Transfer Co.	United States Transportation Co.
G. B. Hodgman Manufacturing Co.	Union Refrigerator Transit Co.
P. C. Hanford Oil Co.	Western Car Leasing Co.
O. B. Havens & Co.	Wagner Palace Car Co.
Hicks Stock Car Co.	Weaver, Tod & Co.
E. Haskinson & Co.	White Line.
Iron Car Express Line.	Westmoreland Coal Co.
Inter-State Transit Co.	Waverly Oil Works.
International Oil Works.	Washington Refining Co.
Live Poultry Transportation Co.	Webster Gasoline Co.
Joliet & Chicago Stone Co.	

## SUPPLEMENTARY REPORT

OF THE

## CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY CO.

## ADDITIONAL INFORMATION REQUESTED BY THE COMMISSION.

Page 5. Stockholders in Iowa. Four in number.

Page 7. The company has no attorneys in the State of Iowa in its regular employ, but when suits are brought against the company it employs attorneys in different parts of the State to attend to such suits as occasion may require, for which services they receive such reasonable compensation as may be agreed upon or as is usual between attorney and client.

Page 7. No superintendent for Iowa alone.

Page 7. Six division superintendents for Iowa, as follows: C. A. Goodnow, Marion, Iowa; J. B. Cable, Kansas City, Missouri; L. B. Beardsley, Sioux City, Iowa; J. W. Stapleton, Dubuque, Iowa; J. R. Williams, Minneapolis, Minnesota; C. A. Cosgrave, Mason City, Iowa.

Page 11. Mileage operated in Iowa, 1,553.27 miles.

Page 13. No leased mileage in Iowa. Total mileage, 1,553.27 miles.

Page 17, question 1. Stock issued for dividends on earnings. None.

Page 17, question 2. Stock per mile of road, \$11,964.67.

Page 17, question 3. Stock representing road in Iowa (proportional), \$18,523,462.71.

Page 17, question 4. Stock held in Iowa, \$11,306.60.

Page 19. Funded debt representing road in Iowa (proportional), \$35,239,885.50.

Page 27. Grand total stock and debt, Iowa (proportional), \$53,763,288.21.

Page 33. Taxes paid in Iowa (actual), \$200,338.53.

Page 45, question 1. Operating expenses per mile of road, \$3,092.46.

Page 45, question 2. Operating expenses per revenue train mile (excluding taxes), .88.34.

Page 45, question 3. Operating expenses and taxes for Iowa (taxes actual), \$4,988,913.83.

Page 45, question 4. Percentage of expenses to earnings (excluding taxes), 63.83 per cent.

Page 45, question 5. Net earnings per revenue train mile (excluding taxes), .50.01.

Page 45, question 6. Percentage of earnings to stock and debt, .04.51.

Page 45, question 7. Percentage of earnings to cost of road and equipment, .54.82.

Page 45, question 8. Surplus at commencement of year (proportional), \$656,898.20.

Page 45, question 9. Surplus at close of year (proportional), \$846,252.56.

Page 45, question 10. Amount of the company's stock owned by the company, \$4,821.00.

Page 46, question 1. Fencing in Iowa, 2,485 miles.

Page 46, question 2. Unfenced in Iowa, 219 miles.

Page 46, question 3. Average cost of fencing, \$233.06 per mile.

Page 46, question 4. Total cost of fencing, \$600,907.00.

Page 46, question 5. New fencing built during year, 189 miles.

Page 62, question 1. Average tons freight in car lots, 9.93 tons.

Page 62, question 2. Average tons freight in less than car lots, 9.93 tons.

Page 62, question 3. Average tons freight that can be hauled by a 32-ton engine, 229 tons.

Page 62, question 4 a-h. We have no records showing the information here requested.

Page 62, question 5. Same as above.

Page 62, question 6. Same as above.

Page 62, question 7. Same as above.



Page 62, questions 8-19. The following statement gives all the information we have on the subject covered by these questions:

## FREIGHT AND PASSENGER EARNINGS YEAR 1891.

	Freight earnings.	Passenger earnings.	Freight and passenger earnings.
Between points in Iowa.....	\$ 946,710.44	\$ 804,149.32	\$ 1,750,859.76
From Iowa points to points without the State.....	1,361,464.59	167,845.49	1,529,310.08
From points without the State to Iowa points.....	809,417.64	192,323.99	1,001,741.63
On traffic passing through Iowa.....	1,874,223.97	159,373.79	2,033,597.76
Total.....	\$ 5,051,816.64	\$ 1,323,702.59	\$ 6,375,519.23

## Page 64. Tonnage crossing Mississippi River bridge—

At Savanna, east bound.....	984,170
At Savanna, west bound.....	815,485
Total.....	1,799,655
At Prairie du Chien, east bound.....	267,707
At Prairie du Chien, west bound.....	223,366
Total.....	491,073
Grand total.....	2,290,728

Page 78, question 1. Congressional land grants, 372,453.27 acres received.

Page 78, question 2. Congressional land grants, 1,000 acres yet to insure.

Page 78, question 3. Average price sold or contracted for, \$4.90 per acre.

Page 78, question 4. Acres sold, 372,227.50.

Page 78, question 5. Received from sales, \$1,819,544.74.

Page 78, question 6. Amount unpaid, \$29,630.35.

Page 78, question 7. Gross amount received to June 30, 1891, \$1,987,116.82.

Page 78, question 8. Expense of sales, \$150,653.59.

Page 78, question 9. Taxes paid on lands, \$32,422.10.

Page 78, question 10. Amount realized above expenses and taxes, \$1,601,766.50.

Page 78, question 11. It is impossible to state.

Page 80, question 1. Wisconsin Valley Division bonds are payable one per cent annually. Dubuque Division bonds are payable one per cent annually. Income sinking fund convertible bonds are payable four per cent annually.

Page 80, question 2. Please see page 47 of regular report; list is given.

Page 80, question 3. Inter State Commerce Railway Association, Western Freight Association, Western and Northwestern Division, Southwestern Division, Railway Weighing Association and Inspection Bureau, Joint Rate Inspection Bureau, Western Classification Committee, Car Service Association, Western States Passenger Association.

Page 80, question 4. Canada Southern Line, Commercial Express Line, Erie Despatch Line, Great Eastern Line, Hoosac Tunnel Line, Red Line, Milwaukee and Michigan Line, West Shore Line.

STATE OF ILLINOIS,  
COUNTY OF COOK. ss.

We, the undersigned, Roswell Miller, President, and W. N. D. Winne, General Auditor of the Chicago, Milwaukee & St. Paul Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

ROSSELL MILLER,  
President,  
W. N. D. WINNE,  
General Auditor,

Subscribed and sworn to before me this sixth day of November, 1891.

WM. F. SCHMIDT,  
Notary Public



ANNUAL REPORT  
OF THE  
BURLINGTON & NORTHWESTERN RAILWAY COMPANY,  
TO THE  
BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,  
FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
Page 7. Give the names of your attorneys in Iowa.  
Superintendents for Iowa.  
Division Superintendents for Iowa.  
Page 11. Total mileage operated in Iowa.  
52,4991 miles  
Page 13. Total mileage in Iowa.  
Page 17. 1—Amount of stock issued for dividends on earnings.  
2—Amount of stock per mile of road.  
3—Amount of stock representing road in Iowa.  
4—Amount of stock held in Iowa.  
Page 19. Amount of funded debt representing road in Iowa.  
Page 27. Grand total for Iowa.  
Page 33. Taxes paid in Iowa.  
Page 45. 1—Operating expenses per mile of road  
2—Operating expenses per train mile.  
3—Proportion of operating expenses and taxes for Iowa.  
4—Percentage of expenses to earnings.  
0.68 2-5.  
5—Net earnings per train mile.  
6—Percentage of earnings to stock and debt.  
7—Percentage of earnings to cost of road and equipment.  
8—Surplus at the commencement of the year.  
9—Surplus at the close of the year.  
10—Amount of its own stock owned by the company.  
Page 46. Fencing in Iowa.  
1—How many miles of fencing on your road in Iowa?  
22,377 miles.  
2—How many miles of unfenced road in Iowa?  
16,4568 miles.  
3—What is the average cost per mile of fencing?  
\$247.13.  
4—What is the total cost of the same?  
\$5,527.49.  
5—How many miles of new fencing built during the year?  
3,197 miles.

Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

2—Average number of tons in cars when in less than car lots.

3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.

4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.

a—Total receipts for freight forwarded to points outside the State.

b—Total receipts for freight received from points outside the State.

c—Total receipts for freight forwarded to points within the State.

d—Total receipts for freight received from points within the State.

e—Total receipts from passengers destined to points outside the State.

f—Total receipts from passengers from points outside the State.

g—Total receipts from passengers destined to points within the State.

h—Total receipts from passengers from points within the State.

5—Total amount received for local freight.

6—Total amount received for through freight.

7—Number of tons of local freight carried.

8—Total amount received from freight originating in Iowa and passing outside the State.

9—Total amount received from freight originating outside the State and destined to points in Iowa.

10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?

12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?

14—What per cent of freight received at each station on your road is local and what per cent interstate?

15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa to points on the main line outside the State, or to points on other lines?

19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

Page 54. Tonnage crossing Mississippi river bridge at ..... for the year ending June  
East bound, number of tons .....  
West bound, number of tons .....

Total tons.....

Tonnage crossing Missouri river bridge at ..... for the  
year ending June 30, 1891.....

East bound, number of tons.....

West bound, number of tons .....

Total tons.....

Page 69. Under heading "State or Territory" insert Iowa.

Page 77. Under "Overhead Highway Crossings," insert overhead farm crossings.

Under "Conduits," insert farm crossing, "under."



## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.  
 2—State the number of acres yet to insure to your company from congressional grants.  
 3—State the average price at which these lands have been sold or contracted by the company.  
 4—State the number of acres sold.  
 5—State the amount received from sales.  
 6—State the amount unpaid on outstanding contracts.  
 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.  
 8—State the amount expended in sale and management of lands.  
 9—State the amount of taxes paid on lands.  
 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.  
 11—The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road all fixtures and conveniences for transacting its business.
- Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?  
 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.  
 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

## HISTORY.

Name of common carrier making this report:  
 Burlington & Northwestern.

Date of organization:  
 March 3, 1875.

Under laws of what Government, State or Territory organized? If more than one, name all.  
 Give reference to each statute and all amendments thereof.  
 State of Iowa.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:  
 Not consolidated.  
 Organized under the general railway law of the State of Iowa, March 3, 1875.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:  
 Not reorganized.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
T. W. Barhydt	Burlington, Iowa	June, 1892.
W. W. Baldwin	Burlington, Iowa	June, 1892.
J. W. Blythe	Burlington, Iowa	June, 1892.
L. Cook	Burlington, Iowa	June, 1892.
C. P. Squires	Burlington, Iowa	June, 1892.
H. C. Garrutt	Burlington, Iowa	June, 1892.
H. B. Scott	Burlington, Iowa	June, 1892.
J. T. Remey	Burlington, Iowa	June, 1892.
Norman Everett	Washington, Iowa	June, 1892.

Total number of stockholders at date of last election:  
 229.

Date of last meeting of stockholders for election of directors.  
 June 17, 1891.

Give post-office address of general office.  
 Burlington, Iowa.

Give post-office address of operating office.  
 Burlington, Iowa.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	T. W. Barhydt	Burlington, Iowa.
First Vice-President	J. T. Remey	Burlington, Iowa.
Secretary and Treasurer	R. M. Greene	Burlington, Iowa.
Chief Clerk and Deputy	K. M. Boden	Burlington, Iowa.
General Superintendent	J. T. Gerry	Burlington, Iowa.
Superintendent of Telegraph	E. J. Goodspeed	Burlington, Iowa.
General Freight Agent	J. T. Gerry	Burlington, Iowa.
General Passenger Agent	J. T. Gerry	Burlington, Iowa.
General Ticket Agent	J. T. Gerry	Burlington, Iowa.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Burlington & Northern Railway. The Company has leased the right to run over (new measurement) 13,763 miles of the B., C. R. & N. R'y by means of a third rail laid down and owned by the Company between Burlington and Mediapolis.	Mediapolis	Washington	*	38,738
Total mileage operated				13,763
				52,501

\*New measurement.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING THE YEAR.	
					Rate.	Amount.
CAPITAL STOCK— Common	1,500	100	300,000.00	156,900.00		
Total	1,500	100	300,000.00	156,900.00		

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during the year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized
ISSUED FOR CONSTRUCTION—				
Common.....			1,500	\$ 156,900.00
Total.....			1,500	\$ 156,900.00



## FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		When due.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	INTEREST.		
	Date of issue.								When payable.	Amount accrued during year.	Amount paid during year.
First mortgage bonds.	Aug. 1, 1879.	Aug. 1, 1889.		\$ 120,000.00	\$ 120,000.00	\$ 120,000.00	\$ 120,000.00		Feb., Nov.	\$ 8,400.00	\$ 8,400.00
Second mortgage bonds.	Aug. 2, 1879.	Aug. 2, 1886.		100,000.00	100,000.00	100,000.00	100,000.00		May, Nov.	8,000.00	8,000.00
Total.				\$ 220,000.00	\$ 220,000.00	\$ 220,000.00	\$ 220,000.00			\$ 16,400.00	\$ 16,400.00

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
Mortgage bonds.	\$ 220,000.00	\$ 220,000.00	\$ 16,400.00	\$ 16,400.00
Total.	\$ 220,000.00	\$ 220,000.00	\$ 16,400.00	\$ 16,400.00

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash	\$ 1,365.46
Bills receivable	1,172.10
Due from agents	123.13
Net traffic balances due from other companies	714.04
Due from solvent companies and individuals	50,332.43
Other cash assets (excluding materials and supplies)*	20,922.57
Balance—Current liabilities	174,879.75
Total	\$ 174,879.75

\*Materials and supplies on hand, \$11,201.63.

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Loans and bills payable	\$ 29,317.10
Audited vouchers and accounts	19,589.08
Wages and salaries	158.80
Net traffic balances due to other companies	535.97
Matured interest coupons unpaid (including coupons due July 1).	133,964.00
Miscellaneous	481.80
Total	\$ 174,879.75

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$ 156,900.00	\$ 156,900.00		38.73	4,051.12
Bonds, "grand total"	220,000.00	220,000.00		38.73	5,659.39
Total	\$ 376,900.00	\$ 376,900.00			\$ 9,730.51

## B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Burlington & Northern R. R.	\$ 156,900.00	\$ 220,000.00	\$ 120,922.57	\$ 497,822.57	38.73	12,853.66
Grand total	\$ 156,900.00	\$ 220,000.00	\$ 120,922.57	\$ 497,822.57	38.73	12,853.66



## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEMS.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile of road owned.
	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.			
CONSTRUCTION—						
Right of way						487.08
Other real estate						110.97
Fences						142.70
Grading and bridge and culvert masonry						1,868.80
Bridges and trestles						5,338.84
Rolls						
Ties						
Other superstructure						
Buildings, furniture and fixtures						405.48
Engineering expenses						291.53
Discount on securities sold for construction						70.57
Telegraph line						58.00
Total construction						8,720.34
EQUIPMENT—						
Locomotives						671.00
Passenger cars						337.32
Freight cars						1,075.69
Other cars of all classes						98.42
Total equipment						2,174.49
Grand total cost construction, equipment, etc.						10,901.74
Total cost construction, equipment, etc., State of Iowa—all in Iowa.						

## INCOME ACCOUNT.

## FOR ROADS MAKING OPERATING REPORTS.

Gross earnings from operation	\$ 67,501.90
Less operating expenses	46,184.54
Income from operation	\$ 21,317.36
Total income	\$ 21,317.36
DEDUCTIONS FROM INCOME—	
Interest on funded debt accrued	\$ 16,400.00
Interest on interest-bearing current liabilities accrued, not otherwise provided for	953.55
Rents	4,348.00
Taxes	1,461.28
Other deductions	1,427.92
Total deductions from income	\$ 24,600.75
Deficit	\$ 3,283.39
Deficit on June 30, 1890	\$ 66,635.15
Deductions for year	3,283.39
Deficit on June 30, 1891	\$ 102,918.52

## EARNINGS FROM OPERATION—STATE OF IOWA.

PASSENGER—	
Total passenger revenue	\$ 14,171.85
Mail	3,026.82
Extra baggage and storage	800.00
Total passenger earnings	\$ 17,998.68
FREIGHT—	
Total freight revenue	\$ 49,513.29
Total freight earnings	\$ 49,513.22
Total passenger and freight earnings	\$ 67,501.90
Total gross earnings from operation—Iowa	\$ 67,501.90
All in Iowa.	

## STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.	Valuation.
Iowa Rolling Mill	\$ 100.00			
Total	\$ 100.00			

## RENTALS PAID.

## RENTS PAID FOR LEASE OF ROAD.

Burlington, Cedar Rapids & Northern	\$ 4,348.00
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## OPERATING EXPENSES.

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>			
Repairs of roadway.....	\$ 9,874.45	\$ 9,874.45	\$ 19,748.90
Renewals of rails.....			
Repairs of bridges and culverts.....	348.72	348.73	697.45
Repairs of fences, road-crossings, signs, and cattle guards.....	67.60	67.60	135.20
Repairs of buildings.....	913.17	913.18	1,826.35
Repairs of telegraph.....	17.62	17.62	35.24
<b>Total.....</b>	<b>\$ 11,221.56</b>	<b>\$ 11,221.56</b>	<b>\$ 22,443.14</b>
<b>MAINTENANCE OF EQUIPMENT:</b>			
Repairs and renewals of locomotives.....	\$ 406.03	\$ 406.03	\$ 812.06
Repairs and renewals of passenger cars.....	1,330.93	1,330.93	2,661.86
<b>Total.....</b>	<b>\$ 1,736.96</b>	<b>\$ 1,736.96</b>	<b>\$ 3,473.92</b>
<b>CONDUCTING TRANSPORTATION:</b>			
Wages of engineers, firemen and round-housemen.....	\$ 2,242.12	\$ 2,242.12	\$ 4,484.24
Fuel for locomotives.....	204.57	204.57	409.14
Wages of other trainmen.....	1,220.48	1,220.48	2,440.96
All other train supplies.....	3,540.03	3,540.03	7,080.06
Station supplies.....	75.22	78.23	153.45
Loss and damage.....	235.70	235.71	471.41
Injuries to persons—loss and damage, miscellaneous.....	102.35	103.26	205.61
<b>Total.....</b>	<b>\$ 7,625.27</b>	<b>\$ 7,625.30</b>	<b>\$ 15,250.57</b>
<b>GENERAL EXPENSES:</b>			
Salaries of officers.....	\$ 2,232.60	\$ 2,232.70	\$ 4,465.30
Salaries of clerks.....			
General office expenses and supplies.....	109.57	109.57	219.14
Advertising and printing.....	150.69	150.69	301.38
Insurance.....	6.50	6.50	13.00
Legal expenses.....			
<b>Total.....</b>	<b>\$ 2,508.45</b>	<b>\$ 2,508.46</b>	<b>\$ 5,016.91</b>
<b>OPERATING EXPENSES—STATE OF IOWA—</b>			
Maintenance of way and structures.....	\$ 11,221.56	\$ 11,221.56	\$ 22,443.14
Maintenance of equipment.....	1,736.96	1,736.96	3,473.92
Conducting transportation.....	7,625.27	7,625.30	15,250.57
General expenses.....	2,508.45	2,508.46	5,016.91
<b>Total.....</b>	<b>\$ 23,092.24</b>	<b>\$ 23,092.30</b>	<b>\$ 46,184.54</b>
Percentage of expenses to earnings—Iowa.....			.68 2-5

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## EXPRESS COMPANIES.

An agreement with the American Express Company, whereby the railroad company transports each way daily, messengers, safes and freight of express company on passenger trains. The express company pays \$800 per annum and carries money and valuable packages for the railroad company free of charge.

## TELEGRAPH COMPANIES.

Western Union Telegraph Company owns the line; railroad company furnishes operators and keeps the line in repair, for which all of railroad company's business is free.

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 337,768.65	\$ 337,887.90	\$ 119.25	
Cost of equipment.....	63,752.43	84,378.01	20,625.58	
Stocks of other companies owned.....	100.00	100.00		
<b>OTHER ASSETS—</b>				
Material and supplies.....	6,928.65	11,301.63	4,372.98	
Income account.....	99,645.13	102,948.52	3,303.39	
<b>Grand total.....</b>	<b>\$ 508,184.26</b>	<b>\$ 536,486.11</b>	<b>\$ 28,301.85</b>	

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 150,000.00	\$ 150,000.00		
Funded debt.....	220,000.00	220,000.00		
Current liabilities.....	92,020.72	139,922.57	47,901.85	
Aid donations.....	38,063.54	36,563.54		
<b>Grand total.....</b>	<b>\$ 508,184.26</b>	<b>\$ 536,486.11</b>	<b>\$ 28,301.85</b>	

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	FROM—	TO—	Miles.		
First mortgage bond.....	Mediapolis.....	Washington.....	38.73	3,098.06	B. & N. W.
Second mortgage bond.....	Mediapolis.....	Washington.....	38.73	2,381.33	B. & N. W.

## PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF IOWA.

<b>PASSENGER TRAFFIC:</b>		
Number of passengers carried earning revenue.....	31,664	
Number of passengers carried one mile.....	254,310	
Total passenger revenue.....		\$ 14,171.83
Average amount received from each passenger.....		.46 883
Total passenger earnings.....		17,088.68
Passenger earnings per mile of road.....		342.61 730
Passenger earnings per train-mile.....		1.23 500
<b>FREIGHT TRAFFIC:</b>		
Total freight revenue.....		\$ 40,613.22
Total freight earnings.....		40,613.22
Freight earnings per mile of road.....		943.29 634
Freight earnings per train-mile.....		4.30 475



## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	\$ 63,685.07
Passenger and freight revenue per mile of road.....	1,213.06.974
Passenger and freight earnings.....	67,501.90
Passenger and freight earnings per mile of road.....	1,285.94.390
Gross earnings from operation.....	67,501.90
Gross earnings from operation per mile of road.....	1,285.94.390
Expenses.....	46,184.54
Expenses per mile of road.....	879.72.060

## TRAIN MILEAGE:

Miles run by passenger trains.....	11,672
Miles run by freight trains.....	11,502
Total mileage trains earning revenue.....	23,174

## EMPLOYES AND SALARIES—STATE OF IOWA.

## PROPORTIONAL.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	3	470	\$ 1,750.00	\$ 3.73
General office clerks.....	5	783	937.45	1.22
Station agents.....	9	2,504	4,070.75	1.62
Other station men.....	1	313	150.00	.48
Enginemen.....	1	313	813.30	2.61
Firemen.....	1	313	481.15	1.53
Conductors.....	1	313	591.20	1.89
Other trainmen.....	1	313	399.20	1.27
Machinists.....	3	935	2,037.95	2.13
Carpenters.....	3	899	1,916.95	2.13
Other shopmen.....	19	4,369	8,330.20	1.89
Section foremen.....	6	1,878	2,630.00	1.93
Other trackmen.....	42	7,726	9,647.80	1.24
Switchmen, flagmen and watchmen.....	1	313	540.00	1.72
Telegraph operators and dispatchers.....	1	157	417.50	2.67
Total (including general officers)—Iowa.....	97	21,649	\$ 35,753.45	\$ 1.65
Less general officers.....	3	470	1,750.00	3.73
Total (excluding general officers)—Iowa.....	94	21,179	\$ 34,003.45	\$ 1.50
DISTRIBUTION OF ABOVE—				
General administration.....	8	1,233	2,707.45	2.16
Maintenance of way and structures.....	50	10,074	14,235.30	1.41
Maintenance of equipment.....	25	6,253	12,291.10	1.96
Conducting transportation.....	14	4,069	6,519.60	1.60
Total (including general officers)—Iowa.....	97	21,649	\$ 35,753.45	\$ 1.65
Less general officers.....	3	470	1,750.00	3.73
Total (excluding general officers)—Iowa.....	94	21,179	\$ 34,003.45	\$ 1.50
Total (including general officers)—entire line—all in Ia.....			\$.....	\$.....

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES—						
Passenger.....	1	12	1	Westinghouse automatic.....		
Freight.....	1	12	2	American steam.....		
Switching.....	1	12				
Total locomotives.....	3	5				
CARS IN PASSENGER SERVICE—						
First-class passenger cars.....	2	3	1	Westinghouse automatic.....	1	Miller.
Combination passenger cars.....	1	2				
Baggage, express and postal cars.....	1	1			1	Miller.
Total.....	3	7				
CARS IN FREIGHT SERVICE—						
Box cars.....	50	101				
Flat cars.....	7	8				
Stock cars.....	7	11				
Refrigerator cars.....	1	1				
Total.....	67	121				
CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE.....		1				
Total cars owned.....		121				
Grand total cars.....		128				

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
Steel.....	303	52	3.427	Cedar.....	11,270	.20
Steel.....	77	56	3.450	Oak.....	888	.40
Total steel.....	380			Total.....	12,158	.30

## CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal—bituminous.	Cords of wood—soft.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Total.....	1,325	15	1,380	23,174	110
Average cost at distributing point.....	\$ 1.45	\$ 1.50			



MILEAGE.  
MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of pro- prietary companies.	Line operated under lease.	Line operated under con- tract, etc.	Line operated under track- age rights.	Total mileage operated.	New line con- structed dur- ing year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track .....	38,753	3,48				13,705	52,490		30,70	7,97
Miles of yard track and sidings .....		3,48							3,48	
Total mileage operated (all tracks) .....	38,753	3,48				13,705	52,490		34,24	7,97

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Iron .....	30,753									
Steel .....	7,970									
Total mileage owned (single track) .....	38,723									

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.
BRIDGES—				
Iron .....	1		80	80
Total .....	1		80	
TRESTLES .....	26	2,000	12	500

GAUGE OF TRACK—

Three feet; 38,753 miles.

TELEGRAPH.

Owned by another company, but located on property of road making this report: Miles of line, 52.3; miles of wire, 52.3; owned by Western Union. The Burlington & Northwestern operate the line for railroad business, and the Western Union for commercial business.

STATE OF IOWA.  
COUNTY OF DES MOINES. } ss.

We, the undersigned, John T. Gerry, superintendent, and K. M. Boden, chief clerk in charge of accounts, of the Burlington & Northwestern Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

JOHN T. GERRY,  
Superintendent.

K. M. BODEN,  
Officer in Charge of the Accounts.

Subscribed and sworn to before me this 9th day of September, 1891.

W. L. COOPER,  
Notary Public.



# ANNUAL REPORT

## OF THE

### BURLINGTON & WESTERN RAILWAY COMPANY,

TO THE  
BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,  
FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa?  
Page 7. Give the names of your attorneys in Iowa.  
Superintendent for Iowa.  
Division superintendents for Iowa.  
Page 11. Total mileage operated in Iowa.  
Page 13. Total mileage in Iowa.  
Page 17. 1—Amount of stock issued for dividends on earnings.  
2—Amount of stock per mile of road.  
3—Amount of stock representing road in Iowa.  
4—Amount of stock held in Iowa.  
Page 19. Amount of funded debt representing road in Iowa.  
Page 27. Grand total for Iowa.  
Page 33. Taxes paid in Iowa.  
Page 43. 1—Operating expenses per mile of road.  
2—Operating expenses per train mile.  
3—Proportion of operating expenses and taxes for Iowa.  
4—Percentage of expenses to earnings.  
5—Net earnings per train mile.  
6—Percentage of earnings to stock and debt.  
7—Percentage of earnings to cost of road and equipment.  
8—Surplus at the commencement of the year.  
9—Surplus at the close of the year.  
10—Amount of its own stock owned by the company.  
Page 46. Fencing in Iowa.  
1—How many miles of fencing on your road in Iowa?  
46.85.  
2—How many miles of unfenced road in Iowa?  
23.85.  
3—What is the average cost per mile of fencing?  
\$251.31.  
4—What is the total cost of the same?  
\$11,774.18.  
5—How many miles of new fencing built during the year?  
7.35.

Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

- 2—Average number of tons in cars when in less than car lots.  
3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
4—Give the names of and the following information concerning each station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.  
a—Total receipts for freight forwarded to points outside the State.  
b—Total receipts for freight received from points outside the State.  
c—Total receipts for freight forwarded to points within the State.  
d—Total receipts for freight received from points within the State.  
e—Total receipts from passengers destined to points outside the State.  
f—Total receipts from passengers from points outside the State.  
g—Total receipts from passengers destined to points within the State.  
h—Total receipts from passengers from points within the State.  
5—Total amount received from local freight.  
6—Total amount received for through freight.  
7—Number of tons of local freight carried.  
8—Total amount received from freight originating in Iowa and passing outside the State.  
9—Total amount received from freight originating outside the State and destined to points in Iowa.  
10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?  
11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?  
12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?  
13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?  
14—What per cent of freight received at each station on your road is local and what per cent interstate?  
15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?  
16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?  
17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?  
18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?  
19—Give the amount in tons and kind of freight furnished by each branch line to your main line.  
Page 64. Tonnage crossing Mississippi river bridge at.....for the year ending June 30, 1891.  
East bound, number of tons.....  
West bound, number of tons.....  
Total tons.....  
Tonnage crossing Missouri river bridge at.....for the year ending June 30, 1891.  
East bound, number of tons.....  
West bound, number of tons.....  
Total tons.....  
Page 66. Under heading "State or Territory" insert Iowa.  
Page 77. Under "Overhead Highway Crossings" insert Overhead Farm Crossings.  
Under "Conduits," insert farm crossings, "Under."



## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.  
 2—State the number of acres yet to inure to your company from congressional grants.  
 3—State the average price at which these lands have been sold or contracted by the company.  
 4—State the number of acres sold.  
 5—State the amount received from sales.  
 6—State the amount unpaid on outstanding contracts.  
 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.  
 8—State the amount expended in sale and management of lands.  
 9—State the amount of taxes paid on lands.  
 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.  
 11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.
- Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?  
 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.  
 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

No answers were received to the above list of questions.

## HISTORY.

Name of common carrier making this report?  
 Burlington & Western Railway Company.

Date of organization?  
 June 7, 1881.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof.  
 Iowa.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same.  
 Not consolidated. Organized under general railway law of State of Iowa, June 7, 1881.

Date and authority for each consolidation?  
 Not consolidated.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.  
 Not reorganized.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
T. W. Barhydt.....	Burlington, Iowa.....	June 17, 1892.
C. P. Squires.....	Burlington, Iowa.....	June 17, 1892.
L. Cook.....	Burlington, Iowa.....	June 17, 1892.
J. W. Rhythe.....	Burlington, Iowa.....	June 17, 1892.
H. W. Scott.....	Burlington, Iowa.....	June 17, 1892.

Total number of stockholders at date of last election?  
 Six.

Date of last meeting of stockholders for election of directors?  
 June 17, 1891.

Give post-office address of general office:  
 Burlington, Iowa.

Give post-office address of operating office:  
 Burlington, Iowa.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	T. W. Barhydt.....	Burlington, Iowa.
Vice President.....	C. P. Squires.....	Burlington, Iowa.
Secretary.....	R. M. Green.....	Burlington, Iowa.
Treasurer.....	K. M. Boden.....	Burlington, Iowa.
Chief Clerk Auditing Department.....	J. T. Gerry.....	Burlington, Iowa.
General Superintendent.....	E. J. Goodspeed.....	Burlington, Iowa.
Superintendent of Telegraph.....	J. T. Gerry.....	Burlington, Iowa.
General Freight Agent.....		
General Passenger Agent.....		
General Ticket Agent.....		

## PROPERTY OPERATED.

NAME OF ROAD.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Burlington & Western.....	Winfield.....	Oskaloosa.....		70.7
Total.....				70.7

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
CAPITAL STOCK:						
Common.....	30,000	\$ 100.00	\$3,000,000.00	\$ 856,801.82		None
Scrap.....				1.82		
Total.....	30,000	\$ 100.00	\$3,000,000.00	\$ 856,801.82		

## MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
ISSUED FOR CASH:				
Common.....		\$ 75.00		\$ 750,000.00
ISSUED FOR CONSTRUCTION—				
Common.....		10.68		100,801.82
Total.....		\$ 85.68		\$ 850,801.82



## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount issued.	Amount out-standing.	INTEREST.	
	Date of issue.	When due.			Rate.	When payable.
First mortgage bonds.....	1881	1906	\$ 571,200.00	\$ 571,200.00	7	Feb. and Aug.
First mortgage bonds—scrip....	1881	1906	1.21	1.21		

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount out-standing.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 571,200.00	\$ 571,200.00	\$ 39,084.00	None.
Bond scrip.....	1.21	1.21		
Total.....	\$ 571,201.21	\$ 571,201.21	\$ 39,084.00	None.

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 6,526.06
Bills receivable.....	50.00
Due from agents.....	1,399.72
Net traffic balances due from other companies.....	609.15
Due from solvent companies and individuals.....	1,784.72
Balance—current liabilities.....	340,876.08
Total.....	\$ 351,246.63

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Loans and bills payable.....	\$ 85,325.19
Audited vouchers and accounts.....	4,577.51
Wages and salaries.....	562.30
Net traffic balances due other companies.....	509.23
Matured interest coupons unpaid (including coupons due July 1).....	259,882.00
Miscellaneous.....	590.40
Total.....	\$ 351,246.63

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount out-standing.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock and scrip.....	\$ 856,801.82	\$ 856,801.82		70.7	\$12,118.84
Bonds.....	571,201.21	571,201.21		70.7	8,079.22
Total.....	\$ 1,428,003.03	\$ 1,428,003.03			\$20,198.06

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED)  
THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities—in excess of assets.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Burlington Western.....	\$ 856,801.82	\$ 571,201.21	\$ 340,876.08	\$ 1,768,879.11	70.7	\$ 25,019.50

## INCOME ACCOUNT

## FOR ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.....	\$ 72,434.65
Less operating expenses.....	72,795.30
Deficit.....	\$ 361.45
Deficit.....	\$ 361.45
DEDUCTIONS FROM INCOME:	
Interest on funded debt accrued.....	\$ 39,084.00
Taxes.....	1,976.00
Total deductions from income.....	\$ 41,060.00
Deficit.....	\$ 42,322.35
Deficit from operations of year ending June 30, 1891.....	\$ 264,343.65
Additions for year.....	42,322.35
Deficit on June 30, 1891.....	306,665.40

## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEMS	Total receipts.	Deductions, account of re-payments, etc.	Actual earnings.
PASSENGER—			
Total passenger revenue.....	\$.....		\$ 13,455.38
Mail.....		3,721.69	
Express.....		1,609.92	
Total passenger earnings.....			\$ 18,876.85
FREIGHT—			
Total freight revenue.....			\$ 53,434.19
Total freight earnings.....			\$ 53,434.19
Total passenger and freight earnings.....			\$ 72,311.05
OTHER EARNINGS FROM OPERATIONS—			
Other sources.....			123.00
Total other earnings.....			123.00
Total gross earnings from operation—Iowa.....			\$ 72,434.65
Total gross earnings from operation—entire line.....			\$.....



## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR, NOT INCLUDED IN PERMANENT IMPROVEMENTS.		Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Charged to permanent improvements.	Charged to construction of equipment.			
<b>CONSTRUCTION—</b>					
Right of way.....		20.20	\$ 67,378.01	\$ 67,398.91	933.30
Other real estate.....			332.00	332.00	4.00
Fences.....		1,005.17	10,670.01	11,774.18	166.53
Buildings, furniture and fixtures.....			23,580.18	23,580.18	333.22
Engineering expenses.....			23,497.43	23,497.43	332.25
Telegraph line.....			1,745.38	1,745.38	24.68
Signs and yard extensions.....			5,302.30	5,302.30	73.84
Road built by contract.....			1,215,742.02	1,215,742.02	17,165.78
Other items.....			2,109.68	2,109.68	31.10
<b>Total construction.....</b>			\$ 1,350,516.10	\$ 1,351,631.37	19,117.84
<b>EQUIPMENT—</b>					
Locomotives.....		1,800.00	72,126.27	73,926.27	479.86
Passenger cars.....					
Sleeping, parlor and dining cars.....			10,828.25	10,828.25	153.29
Baggage, express and postal cars.....			49,018.20	49,018.20	1,045.47
Combination cars.....			588.45	588.45	7.89
Freight cars.....					
Other cars of all classes.....			119,216.53	119,216.53	1,686.23
<b>Total equipment.....</b>			\$ 27,700.73	\$ 27,700.73	30,894.07
<b>Grand total cost construction, equipment, etc.....</b>			\$ 1,443,087.66	\$ 1,479,332.10	30,894.07
<b>Total cost construction, equipment, etc., State of Iowa.....</b>			\$ 1,443,087.66	\$ 1,479,332.10	30,894.07

## OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES:</b>			
Repairs of roadway.....	\$ 6,972.15	\$ 7,531.17	\$ 14,503.32
Renewals of rails.....			
Renewals of ties.....	1,609.57	1,773.71	3,383.28
Repairs of bridges and culverts.....			
Repairs of fences, road-crossings, signs and cattle-guards.....	118.07	127.91	245.98
Repairs of buildings.....	957.56	1,037.36	1,994.92
Repairs of telegraph.....	18.78	18.18	36.96
<b>Total.....</b>	\$ 9,674.13	\$ 10,480.33	\$ 20,154.46
<b>MAINTENANCE OF EQUIPMENT:</b>			
Repairs and renewals of locomotives.....	3,961.60	3,966.94	7,928.53
Repairs and renewals of passenger and freight cars.....	2,349.53	2,545.34	4,894.89
<b>Total.....</b>	\$ 6,011.24	\$ 6,512.18	\$ 12,523.42
<b>CONDUCTING TRANSPORTATION:</b>			
Wages of engineers, firemen and round-housemen.....	8,103.11	8,778.36	16,881.47
Fuel for locomotives.....	377.27	408.70	785.97
Water supply for locomotives.....			
Wages of other trainmen.....	3,167.70	3,431.67	6,599.37
All other train supplies.....			
Expense of telegraph, including train dispatchers and operators.....	3,879.42	4,202.71	8,082.13
Wages of station agents, clerks and laborers.....			
Station supplies.....			
Loss and damage—freight.....	89.28	90.72	180.00
Injuries to persons, L. and D. miscel.....	688.39	749.92	1,438.31
Other expenses.....	99.12	107.39	206.51
<b>Total.....</b>	\$ 16,404.29	\$ 17,775.47	\$ 34,179.76
<b>GENERAL EXPENSES—</b>			
Salaries of officers.....	\$ 2,501.69	\$ 2,716.16	\$ 5,217.85
Salaries of clerks.....	110.80	120.03	230.83
Advertising and printing.....	182.01	197.18	379.19
Insurance.....	55.68	60.31	115.99
Legal expenses.....			
<b>Total.....</b>	\$ 2,850.18	\$ 3,093.68	\$ 5,943.86
<b>RECAPITULATION OF EXPENSES:</b>			
Maintenance of way and structures.....	\$ 9,674.13	\$ 10,480.33	\$ 20,154.46
Maintenance of equipment.....	6,011.24	6,512.18	12,523.42
Conducting transportation.....	16,404.29	17,775.47	34,179.76
General expenses.....	2,850.18	3,093.68	5,943.86
<b>Grand total.....</b>	\$ 34,939.84	\$ 37,855.66	\$ 72,795.50
<b>OPERATING EXPENSES—STATE OF IOWA—All.....</b>			
<b>Percentage of expenses to earnings—Iowa.....</b>			



## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 1,350,516.10	\$ 1,351,631.57	\$ 1,115.47	
Cost of equipment.....	91,571.26	119,216.52	26,645.26	
OTHER ASSETS—				
Materials and supplies.....	1,116.51			1,116.51
Profit and loss.....	264,343.05	306,635.40	42,292.35	
Grand total.....	\$ 1,708,546.94	\$ 1,777,513.49	\$ 68,966.55	\$ 1,116.51

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 856,801.82	\$ 856,801.82		
Funded debt.....	571,301.21	571,201.21		
Current liabilities.....	271,981.78	340,876.08	68,894.30	
Miscellaneous receipts.....	8,562.13	8,634.38	72.25	
Grand total.....	\$ 1,708,546.94	\$ 1,777,513.49	\$ 68,966.55	

## EMPLOYES AND SALARIES—ENTIRE LINE.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	3	480	\$ 1,750.00	\$ 3.73
General office clerks.....	5	782	537.45	1.22
Station agents.....	15	4,282	6,203.40	1.43
Enginemen.....	7	2,288	3,402.50	1.50
Firemen.....	9	2,817	2,284.93	.81
Conductors.....	6	1,870	2,629.00	1.40
Other trainmen.....	12	3,756	3,637.77	.94
Section foremen.....	12	3,443	5,865.00	1.70
Other trackmen.....	44	8,114	10,704.95	1.32
Telegraph operators and dispatchers.....	1	156	417.50	2.67
Total (including general officers).....	114	28,077	\$ 37,919.58	\$ 1.35
Less general officers.....	3	480	1,750.00	3.73
Total (excluding general officers).....	111	27,608	\$ 36,169.58	\$ 1.31
DISTRIBUTION OF ABOVE—				
General administration.....	8	1,251	\$ 2,704.45	\$ 2.16
Maintenance of equipment.....	56	11,550	16,569.95	1.22
Conducting transportation.....	50	15,209	18,442.18	1.22
Total (including general officers).....	114	28,077	\$ 37,919.58	\$ 1.35
Less general officers.....	3	480	1,750.00	3.73
Total (excluding general officers).....	111	27,608	\$ 36,169.58	\$ 1.31

## PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF IOWA.

PASSENGER TRAFFIC—	
Number of passengers carried earning revenue.....	24,362
Number of passengers carried one mile.....	457,773
Total passenger revenue.....	\$ 13,435.28
Average amount received from each passenger.....	.55
Total passenger earnings.....	18,876.88
Passenger earnings per mile of road.....	26.09.994
Passenger earnings per train mile.....	27.420
FREIGHT TRAFFIC—	
Total freight revenue.....	\$ 53,434.19
Total freight earnings.....	53,434.19
Freight earnings per mile of road.....	755.50.480
Freight earnings per train mile.....	72.338
PASSENGER AND FREIGHT—	
Passenger and freight revenue.....	66,869.47
Passenger and freight revenue per mile of road.....	946.10.282
Passenger and freight earnings.....	72,311.05
Passenger and freight earnings per mile of road.....	1,022.77.298
Gross earnings from operation.....	72,434.05
Gross earnings from operation per mile of road.....	1,024.52.087
Expenses.....	72,795.50
Expenses per mile of road.....	1,029.63.932
TRAIN MILEAGE—	
Miles run by passenger trains.....	68,841
Miles run by freight trains.....	73,062
Total mileage trains earning revenue.....	\$ 142,503

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
LOCOMOTIVES—						
Passenger.....	.....	.....	2	Am. stm driver	.....	.....
Freight.....	1	1240	1	Am. stm driver and tender.	.....	.....
Leased.....	.....	.....	1	Westinghouse.	.....	.....
Total locomotives.....	1	4	4	.....	.....	.....
CARS IN PASSENGER SERVICE—						
First-class passenger cars.....	.....	.....	1212	Westinghouse.	.....	Miller.
Combination passenger cars.....	.....	.....	.....	Westinghouse.	.....	Miller.
Baggage, express and postal cars.....	.....	.....	.....	.....	.....	.....
Total.....	.....	6	4	.....	.....	.....
CARS IN FREIGHT SERVICE—						
Box cars.....	50	116	.....	.....	.....	Common link & pin.
Flat cars.....	59	74	.....	.....	.....	Common link & pin.
Stock cars.....	.....	22	.....	.....	.....	Common link & pin.
Coal cars.....	55	55	.....	.....	.....	Common link & pin.
Refrigerator cars.....	.....	12	.....	.....	.....	Common link & pin.
Total.....	164	260	.....	.....	.....	.....
CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE.....						
Total cars owned.....	.....	277	.....	.....	.....	.....
Grand total cars.....	.....	277	.....	.....	.....	.....



CONTRACTS, AGREEMENTS, ETC., STATE OF IOWA.

American Express Company, \$1,700.00.  
Western Union.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	FROM—	TO—	Miles.		
First mortgage bond .....	Winfield .....	Oskaloosa .....	70.7	\$ 8,079.22	B. & W.

## RENEWALS OF RAILS AND TIES—STATE OF IOWA—PROPORTIONAL.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard—pounds.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
Iron Steel	.....	.....	.....	Cedar Oak	15,320 \$	30
	.....	.....	.....		1,930	40
Total	.....	.....	.....	Total	17,250 \$	

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal— bituminous.	Cords of wood— hard.	Total fuel con- sumed—tons.	Miles run.	Average pounds consumed per mile.
Total .....	4,935	30.66	4,065.66	152,500	61
Average cost at distributing point.....	\$ 1.45	\$ 1.50			

## ACCIDENTS TO PERSONS—STATE OF IOWA.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	.....	..... <sup>25</sup>	.....	.....	.....	.....	.....	.....
Falling from trains and engines .....	.....	.....	.....	.....	.....	.....	.....	.....
Collisions.....	.....	.....	.....	.....	.....	.....	.....	.....
Deraillments.....	.....	.....	.....	.....	.....	.....	.....	.....
Other train accidents .....	.....	.....	.....	.....	.....	.....	.....	.....
At stations.....	.....	.....	.....	.....	.....	.....	.....	.....
Other causes.....	.....	.....	.....	.....	.....	..... <sup>1</sup>	.....	.....
Total.....	..... <sup>25</sup>	.....	.....	.....	.....	..... <sup>1</sup>	.....	.....

## MILEAGE.

## MILEAGE OF ROAD OPERATED IN IOWA.

LINE IS USE.		Line represented by capital stock—main line, branches and spurs.	Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under track-age rights.	Total mileage operated.	New line constructed and purchased during year.	RAILS.	
		70.7	3.00				70.7	Non-all Iowa.	Iron.	Steel.
Miles of single track.....										
Miles of yard track and sidings.....										
Total mileage operated (all tracks).....		70.7	3.00				70.7			

**B. MILEAGE OF LINE BY STATES AND TERRITORIES.**

**I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.**

**II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.**

STATE OR TERRITORY.		Line represented by capital stock—main line, branches and spurs.	Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed and purchased during year.	Total mileage, excluding trackage rights.	Line operated under track-age rights.	RAILS.	
		70.7	3.0						Iron.	Steel.
Burlington & Northern Siding.....										
Total mileage owned (single track).....		70.7	3.0							

All in Iowa.



## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length—feet.	Minimum length—feet.	Maximum length—feet.
BRIDGES—				
Iron.....	2	496	120	376
Total .....	35			
TUNNELS.....	39	7,158	12	640

## GAUGE OF TRACK—

Three feet; 70.7 miles.

## TELEGRAPH.

Miles of line, 70.7; miles of wire, 70.7. Owned by Western Union Telegraph Company. B. & W. R'y operates the line for railroad business; Western Union Company for commercial business.

STATE OF IOWA, } ss.  
COUNTY OF DES MOINES, }

We, the undersigned, John T. Gerry, Superintendent, and K. M. Boden, chief clerk in charge of accounts, of the Burlington & Western R'y Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

JOHN T. GERRY,  
Superintendent.

K. M. BODEN,  
Chief Clerk in Charge of Accounts.

Subscribed and sworn to before me this ninth day of September, 1891.

W. L. COOPER,  
Notary Public.

## ANNUAL REPORT

OF THE

## DES MOINES &amp; KANSAS CITY RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the Commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa.  
All stock held by M. V. B. Edgerly, as trustee for syndicate.
- Page 7. Give the names of your attorneys in Iowa.  
B. F. Kauffman, Des Moines.  
Superintendents for Iowa.  
Theo. C. Sherwood, Des Moines.  
Division Superintendents for Iowa.
- Page 11. Total mileage operated in Iowa.  
100 miles
- Page 13. Total mileage in Iowa.
- Page 17. 1—Amount of stock issued for dividends on earnings.  
2—Amount of stock per mile of road.  
\$7,142.85.  
3—Amount of stock representing road in Iowa.  
\$714,285.60.  
4—Amount of stock held in Iowa.
- Page 19. Amount of funded debt representing road in Iowa.
- Page 27. Grand total for Iowa.
- Page 33. Taxes paid in Iowa.  
\$3,602.58.
- Page 45. 1—Operating expenses per mile of road  
\$707.98.  
2—Operating expenses per train mile.  
\$50.77.  
3—Proportion of operating expenses and taxes for Iowa.  
Five per cent of Iowa operating expenses.  
4—Percentage of expenses to earnings.  
71.69.  
5—Net earnings per train mile.  
\$0.68.78.  
6—Percentage of earnings to stock and debt.  
37.89.  
7—Percentage of earnings to cost of road and equipment.  
Eight per cent.  
8—Surplus at the commencement of the year.  
None.  
9—Surplus at the close of the year.  
\$18,384.58.  
10—Amount of its own stock owned by the company.



## Page 46. Fencing in Iowa.

- 1—How many miles of fencing on your road in Iowa?  
105 miles, estimated.
- 2—How many miles of unfenced road in Iowa?  
Forty-five miles, estimated.
- 3—What is the average cost per mile of fencing?  
\$150.00.
- 4—What is the total cost of the same?  
\$15,750.
- 5—How many miles of new fencing built during the year?  
Five miles.

## Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.

About six and one-half tons.

- 2—Average number of tons in cars when in less than car lots.

- 3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
Ninety tons by narrow gauge engine.

- 4—Give the names of and the following information concerning EACH station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.

- a—Total receipts for freight forwarded to points outside the State.
- b—Total receipts for freight received from points outside the State.
- c—Total receipts for freight forwarded to points within the State.
- d—Total receipts for freight received from points within the State.
- e—Total receipts from passengers destined to points outside the State.
- f—Total receipts from passengers from points outside the State.
- g—Total receipts from passengers destined to points within the State.
- h—Total receipts from passengers from points within the State.

- 5—Total amount received for local freight.

\$21,847.65.

- 6—Total amount received for through freight.

\$34,143.92.

- 7—Number of tons of local freight carried.

12,701.131 tons.

- 8—Total amount received from freight originating in Iowa and passing outside the State.

- 9—Total amount received from freight originating outside the State and destined to points in Iowa.

- 10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

Five per cent.

- 11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?

- 12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

- 13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?

- 14—What per cent of freight received at each station on your road is local and what per cent interstate?

- 15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

- 16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

Ninety-five per cent of all earnings credited to Iowa.

- 17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

Ninety per cent.

- 18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa to points on the main line outside the State, or to points on other lines?

- 19—Give the amount in tons and kind of freight furnished by each branch line to your main line.

- Page 64. Tonnage crossing Mississippi river bridge at ..... for the year ending June  
East bound, number of tons.....  
West bound, number of tons.....

Total tons.....

- Tonnage crossing Missouri river bridge at ..... for the  
year ending June 30, 1891.....

East bound, number of tons.....

West bound, number of tons.....

Total tons.....

- Page 69. Under heading "State or Territory" insert Iowa.

- Page 77. Under "Overhead Highway Crossings," insert overhead farm crossings.  
Under "Conduits," insert farm crossing, "under."

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.
- 2—State the number of acres yet to inure to your company from congressional grants.
- 3—State the average price at which these lands have been sold or contracted by the company.
- 4—State the number of acres sold.
- 5—State the amount received from sales.
- 6—State the amount unpaid on outstanding contracts.
- 7—State the gross amount received from sales, contracts, forfeited contracts, etc up to June 30, 1891.
- 8—State the amount expended in sale and management of lands.
- 9—State the amount of taxes paid on lands.
- 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.
- 11—The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road all fixtures and conveniences for transacting its business.
- Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?

- 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.

- 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
Western Freight Association.

- 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

## HISTORY.

Name of common carrier making this report:  
Des Moines & Kansas City Railway Company.

Date of organization:  
January 10, 1888.

Under laws of what Government, State or Territory organized? If more than one, name all.  
Give reference to each statute and all amendments thereof.

Iowa.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:

None.

Date and authority for each consolidation?  
None.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:  
Des Moines, Osceola & Southern Railway Company. Law of State of Iowa.



## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
M. V. B. Edgerly.....	Springfield, Mass.....	May 13, 1892.
B. F. Folsom.....	Exter, N. H.....	May 13, 1892.
John C. Newton.....	Des Moines, Iowa.....	May 13, 1892.
W. F. Putnam.....	Exter, N. H.....	May 13, 1892.
John S. Tilney.....	New York.....	May 13, 1892.
D. B. Wessen.....	Springfield, Mass.....	May 13, 1892.
R. F. Wilson.....	New York.....	May 13, 1892.
A. C. Barstow, Jr.....	Providence, R. I.....	May 13, 1892.
Edw. Woodman.....	Portland, Me.....	May 13, 1892.

Total number of stockholders at date of last election?

All stock held by M. V. B. Edgerly, as trustee for syndicate.

Date of last meeting of stockholders for election of directors?

May 13, 1891.

Give post-office address of general office.

Des Moines, Iowa.

Give post-office address of operating office.

Des Moines, Iowa.

Stockholders in Iowa?

See above answer, "all stock."

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Edgerly, M. V. B.....	Springfield, Mass.
Vice-President.....	Newton, John C.....	Des Moines, Iowa.
Secretary.....	Kauffman, B. F.....	Des Moines, Iowa.
Treasurer.....	Harris Frederick.....	Springfield, Mass.
General Solicitor.....	Kauffman, B. F.....	Des Moines, Iowa.
Auditor.....	Sherwood, Theo. C.....	Des Moines, Iowa.
General Manager.....	Newton, John C.....	Des Moines, Iowa.
Superintendent.....	Sherwood, Theo. C.....	Des Moines, Iowa.
General Freight and Passenger Agent.....	Sherwood, Theo. C.....	Des Moines, Iowa.
Attorney in Iowa.....	Kauffman, B. F.....	Des Moines, Iowa.
Superintendent in Iowa.....	Sherwood, Theo. C.....	Des Moines, Iowa.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Des Moines & Kansas City R'y Co.....	Des Moines, Iowa	Chainsville, Mo.....	112	112
Des Moines & Kansas City R'y Co.....	Des Moines, Iowa	Pleasanton, Iowa	100	100

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING THE YEAR.	
					Rate.	Amount.
CAPITAL STOCK—						
Common.....	8,000	\$ 100	\$ 800,000.00	\$ 800,000.00		
Total.....	8,000	\$ 100	\$ 800,000.00	\$ 800,000.00		

Iowa No. 2—Amount of stock per mile of road.....\$ 7,142.85

Iowa No. 3—Amount of stock representing road in Iowa.....714,285.80

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Due from agents .....	\$ 1,308.70
Due from solvent companies and individuals.....	30,381.52
Other cash assets (excluding materials and supplies)*.....	516,731.95
Balance—current liabilities.....	\$ 548,422.17
Total.....	

\*Materials and supplies on hand, \$1,226.88.

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Loans and bills payable.....	\$ 504,012.53
Audited vouchers and accounts.....	7,576.53
Wages and salaries.....	4,980.63
Net traffic balances due to other companies .....	54.97
Miscellaneous.....	7.00
Balance—cash assets.....	31,600.22
Total.....	\$ 548,422.17

## RECAPITULATION:

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

AMOUNT.	TOTAL AMOUNT OUTSTANDING.	APPORTIONMENT TO RAILROADS.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$ 800,000.00	\$ 800,000.00	112	\$ 7,142.85
Total.....	\$ 800,000.00	\$ 800,000.00	112	\$ 7,142.85

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Des Moines & Kansas City R'y Co.....	\$ 800,000.00	\$ 516,731.95	\$ 1,316,731.95	112	10,863.68
Representing road in Iowa.....	714,285.80	490,895.35	1,205,181.15	100	10,863.68



## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during year. Not included in operating expenses. Charged to construction or equipment.	Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
<b>CONSTRUCTION:</b>				
Right of way.....	\$ 11,721.22	\$ 43,183.96	\$ 54,904.28	\$ 490.21
Other real estate.....	3,519.00		3,519.00	31.42
Fences.....	1,100.02	11,246.03	12,346.05	110.85
Grading and bridge and culvert masonry.....	32,811.08	22,210.06	55,021.14	491.26
Bridges and trestles.....	4,488.53	9,314.10	13,802.63	123.23
Rails.....	49,970.09	148,597.70	198,568.39	1,772.66
Ties.....	5,011.01	44,320.98	49,331.99	440.46
Other superstructure.....	1,720.72	1,637.58	2,758.30	24.62
Buildings, furniture and fixtures.....	2,522.03	7,533.51	9,856.44	88.00
Shop machinery and tools.....	822.29	6,226.73	7,048.02	62.90
Engineering expenses.....	2,007.21	2,133.42	4,147.63	36.97
Interest during construction.....	26,324.30	23,652.60	49,976.90	446.22
Telegraph line.....	124.25	22.25	146.50	1.30
Sidings and yard extensions.....	4,343.44	1,802.54	6,145.98	54.87
Terminal facilities and elevators.....	4,791.83		4,791.82	42.24
Purchase of constructed road.....		735,000.00	735,000.00	6,532.50
Other items.....	2,809.66	28,741.91	31,611.57	282.24
Total construction.....	\$ 153,936.18	\$1,084,992.56	\$1,238,948.74	\$11,002.04
<b>EQUIPMENT:</b>				
Locomotives.....	1,370.07	43,853.16	45,223.22	403.78
Passenger cars.....	1,564.74	3,842.88	4,407.62	48.28
Baggage, express and postal cars.....	250.00	2,000.00	2,450.00	20.98
Freight cars.....	841.72	54,570.15	55,411.87	494.74
Other cars of all classes.....	3,226.22	2,151.65	5,377.87	48.01
Floating equipment.....		2,000.00	2,000.00	17.85
Total equipment.....	\$ 8,352.75	\$ 108,417.84	\$ 115,770.50	\$ 1,033.66
Grand total cost construction, equipment, etc.....	\$ 161,308.93	\$1,193,410.40	\$1,354,719.33	\$12,095.70
Total cost construction, equipment, etc.—Iowa.....	153,243.48	1,133,739.88	1,286,983.36	12,809.83

## INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

Gross earnings from operation.....	\$ 103,921.62
Less operating expenses.....	74,524.98
Income from operation.....	\$ 29,396.64
Income from other sources.....	580.65
Total income.....	\$ 29,977.29
<b>DEDUCTIONS FROM INCOME—</b>	
Taxes—Iowa.....	\$ 3,002.58
Taxes—Missouri.....	433.86
Total deductions from income.....	4,036.44
Net income.....	\$ 25,940.85
Surplus from operations of year ending June 30, 1891.....	\$ 25,940.85
Deficit on June 30, 1890.....	7,559.57
Surplus on June 30, 1891.....	\$ 18,384.28

## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEM.	Total receipts.	Actual earnings.
<b>PASSENGER—</b>		
Passenger revenue.....	\$ 39,117.12	\$ 39,117.12
Total Passenger revenue.....		4,477.46
Mail.....		1,195.15
Express.....		
Total passenger earnings.....		\$ 44,729.73
<b>FREIGHT—</b>		
Freight revenue.....	\$ 53,191.99	\$ 53,191.99
Total freight revenue.....		\$ 53,191.99
Total Freight earnings.....		\$ 97,981.72
Total passenger and freight earnings.....		192.19
<b>OTHER EARNINGS FROM OPERATION—</b>		
Telegraph companies.....		580.65
Rents from tracks, yards and terminals.....		
Total other earnings.....		\$ 772.84
Total gross earnings from operation—Iowa.....		\$ 98,754.56
Total gross earnings from operation—entire line.....		\$ 103,921.62

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

DESIGNATION AND SITUATION OF PROPERTY LEASED.	NAME OF COMPANY OWNING PROPERTY LEASED.	ITEM.	TOTAL.
<b>TRACKS—</b>			
Des Moines, Iowa, from South Des Moines to Des Moines Union Junction, including Ccon River bridge.....	C., St. P. & K. C. R'y.....	\$ 580.65	\$ 580.65
Total.....		\$ 580.65	\$ 580.65

Contract with C., St. P. & K. C. R'y from January 7, 1891, at a rental of \$100 per month for use of our track and bridge from South Des Moines to Des Moines Union Junction.

## OPERATING EXPENSES.

<b>MAINTENANCE OF WAY AND STRUCTURES—</b>		\$ 12,280.54
Repair of roadway.....		1,027.63
Renewals of rails.....		2,431.30
Renewals of ties.....		2,365.59
Repairs of bridges and culverts.....		1,351.55
Repairs of fences, road-crossings, signs and cattle-guards.....		1,230.50
Repairs of buildings.....		137.03
Repairs of telegraph.....		305.41
Other expenses.....		
Total.....		\$ 21,129.35



## MAINTENANCE OF EQUIPMENT—

Repairs and renewals of locomotives .....	\$ 12,657.13
Repairs and renewals of passenger cars .....	3,270.34
Repairs and renewals of freight cars .....	5,935.86
Repairs and renewals of work cars .....	4,387.45
Shop machinery, tools, etc. ....	2,353.58
Other expenses .....	479.85
<b>Total .....</b>	<b>\$ 29,064.21</b>

## CONDUCTING TRANSPORTATION—

Wages of engineers, firemen and roundhousemen .....	\$ 3,936.11
Fuel for locomotives .....	2,049.75
Water-supply for locomotives .....	635.59
All other supplies for locomotives .....	523.06
Wages of other trainmen .....	2,257.27
All other train supplies .....	211.46
Expense of telegraph, including train dispatchers and operators .....	590.55
Wages of station agents, clerks, and laborers .....	4,074.83
Station supplies .....	265.62
Switching charges—balance .....	158.70
Advertising and outside agents .....	186.25
Loss and damage .....	1,046.68
Injuries to persons .....	271.36
Stock yards .....	19.45
Rents, buildings, etc. ....	136.08
Other expenses .....	107.79
Clearing wrecks .....	13.10
Stationery and printing .....	434.39
<b>Total .....</b>	<b>\$ 16,898.04</b>

## GENERAL EXPENSES:

Salaries of officers .....	\$ 1,400.00
Salaries of clerks .....	1,640.70
General office expenses and supplies .....	262.18
Advertising .....	400.41
Insurance .....	1,082.34
Legal expenses .....	1,230.33
Stationery and printing .....	890.51
Other general expenses .....	526.91
<b>Total .....</b>	<b>\$ 7,433.38</b>

## RECAPITULATION OF EXPENSES:

Maintenance of way and structures .....	\$ 21,129.35
Maintenance of equipment .....	29,064.21
Conducting transportation .....	16,898.04
General expenses .....	7,433.38
<b>Grand total .....</b>	<b>\$ 74,524.98</b>
Percentage of expenses to earnings—entire line .....	71.71

## OPERATING EXPENSES—STATE OF IOWA—

Maintenance of way and structures .....	\$ 20,072.88
Maintenance of equipment .....	27,611.00
Conducting transportation .....	16,053.14
General expenses .....	7,061.71
<b>Total .....</b>	<b>\$ 70,798.73</b>
Percentage of expenses to earnings—Iowa .....	71.69

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road .....	\$ 1,084,992.56	\$ 1,238,918.74	\$ 153,926.18	
Cost of equipment .....	108,417.84	115,770.50	7,352.75	
Cash and current assets .....	19,048.26	31,690.22	12,641.96	
<b>OTHER ASSETS—</b>				
Materials and supplies .....	894.02	1,226.88	332.86	
Profit and loss .....	7,556.57			
<b>Grand total .....</b>	<b>\$ 1,221,109.35</b>	<b>\$ 1,387,636.43</b>	<b>\$ 174,083.65</b>	

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock .....	\$ 800,000.00	\$ 800,000.00		
Current liabilities .....	421,109.35	516,734.35	95,622.60	
Profit and loss .....		18,384.28	18,384.28	
<b>Grand total .....</b>	<b>\$ 1,221,109.35</b>	<b>\$ 1,335,118.23</b>	<b>\$ 114,006.88</b>	

## EMPLOYEES AND SALARIES—STATE OF IOWA.

CLASS	Number.	Total yearly compensation.	Average daily compensation.
General officers. (One only draws salary.) .....	2	\$ 1,330.00	\$ 4.16
General office clerks .....	3	1,558.63	1.63
Station agents and operators .....	14	4,560.00	.89
Other station men .....	2	677.00	.98
Engineers .....	5	3,690.00	2.50
Firemen and hostlers .....	4	2,280.00	1.43
Conductors .....	4	2,280.00	1.78
Other trainmen .....	3	1,368.00	1.42
Machinists .....	6	4,788.00	2.50
Carpenters .....	8	5,472.00	2.00
Other shopmen .....	5	3,090.00	2.50
Section foremen .....	12	6,384.00	1.43
Other trackmen .....	28	11,172.00	1.23
Dispatchers .....	1	513.00	1.60
All other employees and laborers .....	29	10,602.00	1.10
<b>Total (including general officers)—Iowa .....</b>	<b>126</b>	<b>\$ 60,914.66</b>	
Less general officers .....		1,330.00	
<b>Total (excluding general officers)—Iowa .....</b>	<b>124</b>	<b>\$ 59,584.66</b>	
<b>DISTRIBUTION OF ABOVE—</b>			
General administration .....		2,888.66	
Maintenance of way and structures .....		29,241.00	
Maintenance of equipment .....		13,167.40	
Conducting transportation .....		15,618.00	
<b>Total (including general officers)—Iowa .....</b>	<b>126</b>	<b>\$ 60,914.66</b>	
Less general officers .....	2	1,330.00	
<b>Total (excluding general officers)—Iowa .....</b>	<b>124</b>	<b>\$ 59,584.66</b>	
<b>Total (including general officers)—entire line .....</b>	<b>131</b>	<b>\$ 62,720.70</b>	



## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

American Express Company pays first-class rates on merchandise and second-class on produce. Actual weight.

United States government pays for mail service \$399.46 per month.

Through joint freight tariffs with Chicago, Burlington & Quincy, Chicago, Rock Island & Pacific, Chicago & Northwestern, Chicago, St. Paul & Kansas City, and other roads.

Western Union Telegraph Company maintains line in repair and takes 75 per cent of the receipts, leaving 25 per cent as our proportion.

## PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF IOWA.

## PASSENGER TRAFFIC:

Number of passengers carried earning revenue.....	42,901	
Number of passengers carried one mile.....	1,160,390	
Average distance carried—miles.....	27.04	
Total passenger revenue.....		\$ 39,117.12
Average amount received from each passenger.....		.91.17
Average receipts per passenger per mile.....		.03.37
Total passenger earnings.....	44,789.73	
Passenger earnings per mile of road.....	420.95.06	
Passenger earnings per train-mile.....	58.70	

## FREIGHT TRAFFIC:

Number of tons carried of freight earning revenue.....	30,215,301	
Number of tons carried one mile.....	1,806,916,506	
Average distance haul of one ton—miles.....	62.78	
Total freight revenue.....		\$ 53,191.99
Average amount received for each ton of freight.....		.17.645
Average receipts per ton per mile.....		.02.80
Total freight earnings.....	53,191.99	
Freight earnings per mile of road.....	400.92.04	
Freight earnings per train-mile.....	80.411	

## PASSENGER AND FREIGHT:

Passenger and freight revenue.....	92,309.11	
Passenger and freight revenue per mile of road.....	867.56.07	
Passenger and freight earnings.....	97,981.72	
Passenger and freight earnings per mile of road.....	920.88.01	
Gross earnings from operation.....	98,754.56	
Gross earnings from operation per mile of road.....	927.87.16	
Expenses.....	70,798.73	
Expenses per mile of road.....	665.41	

## TRAIN MILEAGE:

Miles run by passenger trains.....	73,293	
Miles run by freight trains.....	60,149	
Total mileage trains earning revenue.....	130,442	
Mileage of loaded freight cars—north.....	189,213	
Mileage of loaded freight cars—south.....	151,242	
Mileage of empty freight cars—north.....	59,801	
Mileage of empty freight cars—south.....	96,987	
Average number of freight cars in train.....	15	
Average number of loaded cars in train.....	9	
Average number of empty cars in train.....	6	
Average number of tons of freight in train.....	42	
Average number of tons of freight in each loaded car.....	4%	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

## PASSENGER TRAFFIC—

Number of passengers carried earning revenue.....	45,159	
Number of passengers carried one mile.....	1,221,463	
Average distance carried, miles.....	27.02	
Total passenger revenue.....		\$ 41,175.92
Average amount received from each passenger.....		.91.17
Average receipts per passenger per mile.....		.03.37
Total passenger earnings.....	47,147.09	
Passenger earnings per mile of road.....	420.95.06	
Passenger earnings per train mile.....	58.70	

## FREIGHT TRAFFIC—

Number of tons carried of freight earning revenue.....	31,805	
Number of tons carried one mile.....	1,996,754	
Average distance haul of one ton, miles.....	62.78	
Total freight revenue.....		\$ 55,991.57
Average amount received for each ton of freight.....		.17.645
Average receipts per ton per mile.....		.02.80
Total freight earnings.....	55,991.57	
Freight earnings per mile of road.....	499.92.04	
Freight earnings per train mile.....	80.411	

## PASSENGER AND FREIGHT—

Passenger and freight revenue.....	97,167.49	
Passenger and freight revenue per mile of road.....	867.56.07	
Passenger and freight earnings.....	103,138.66	
Passenger and freight earnings per mile of road.....	920.88.01	
Gross earnings from operation.....	103,921.62	
Gross earnings from operation per mile of road.....	927.87.16	
Expenses.....	74,524.98	
Expenses per mile of road.....	665.41	

## TRAIN MILEAGE—

Miles run by passenger trains.....	80,309	
Miles run by freight trains.....	60,631	
Total mileage trains earning revenue.....	140,940	
Mileage of loaded freight cars—north.....	199,172	
Mileage of loaded freight cars—south.....	150,202	
Mileage of empty freight cars—north.....	62,949	
Mileage of empty freight cars—south.....	102,092	
Average number of freight cars in train.....	15	
Average number of loaded cars in train.....	9	
Average number of empty cars in train.....	6	
Average number of tons of freight in train.....	42	
Average number of tons of freight in each loaded car.....	4%	



## REPORT OF RAILROAD COMMISSIONERS

## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
<b>PRODUCTS OF AGRICULTURE—</b>				
Grain .....	7,110	.....	7,110	.....
Flour .....	130	949	1,080	.....
Fruit and vegetables .....	361	.....	361	.....
<b>PRODUCTS OF ANIMALS—</b>				
Live stock .....	8,340	.....	8,340	.....
<b>PRODUCTS OF MINES—</b>				
Bituminous coal .....	2,225	400	2,724	.....
Salt .....	7	342	349	.....
<b>PRODUCTS OF FOREST—</b>				
Lumber .....	844	1,358	2,202	.....
<b>MANUFACTURES—</b>				
Petroleum and other oils .....	159	.....	150	.....
Other castings and machinery .....	277	1,287	1,566	.....
Cement, brick and lime .....	154	35	189	.....
Agricultural implements .....	46	10	56	.....
Wagons, carriages, tools, etc. ....	5	5	11	.....
<b>MERCHANDISE</b> .....	3,629	515	4,144	.....
<b>MISCELLANEOUS—</b>				
Other commodities not mentioned above .....	1,676	238	1,914	.....
Total tonnage, Iowa .....	24,909	5,245	30,215	.....
Total tonnage entire line .....	26,283	5,522	31,805	.....

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard, lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel, (including fastenings) .....	1,095,132	56	\$ 36.00	Oak .....	18,533	.40
Total steel .....	1,095,132	56	\$ 36.00	Total .....	18,533	.40

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.	
			Number.	Kind.
<b>LOCOMOTIVES—</b>				
Freight .....	8	5	3	Westinghouse air.
			5	Earnes vacuum.
			1	American steam.
Total locomotives .....	8	8		
<b>CARS IN PASSENGER SERVICE—</b>				
First-class passenger cars .....	3	3	3	Vacuum.
Combination passenger cars .....	1	4	4	Earnes vacuum.
Other cars in passenger service .....	2	6		Earnes vacuum.
Total .....	3	13		
<b>CARS IN FREIGHT SERVICE—</b>				
Box cars .....	2	80		All equipped with hand brake.
Flat cars .....	2	43		
Coal cars .....	2	50		
Tank cars .....	2	35		
Refrigerator cars .....	1	1		
Total .....	4	187		
<b>CARS IN COMPANY'S SERVICE—</b>				
Derrick cars .....	1	1		
Caboose cars .....	1	2		
Total .....	1	3		
Grand total cars .....		211		

## MILEAGE.

## A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	Line represented by capital stock—main line, branches and spurs.	Line of proprietary companies.	Total mileage operated.	RAILS.	
				Iron.	Steel.
Miles of single track .....	112.00	.....	112.00		
Miles of yard track and sidings .....	2.63	.....	2.63		
Total mileage operated (all tracks) .....	114.63	.....	114.63		

## B. MILEAGE OF LINE BY STATES AND TERRITORIES.

## I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	Line represented by capital stock—main line, branches and spurs.	Line of proprietary companies.	Total mileage, excluding trackage rights.	RAILS.	
				Iron.	Steel.
Iowa .....	102.00	.....	43.00	43.00	57.00
Missouri .....	12.63	.....	.....	.....	12.00
Total mileage operated (single track) .....	114.63	.....	.....	43.00	69.00

## II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY.	Line represented by capital stock—main line, branches and spurs.	Line of proprietary companies.	Total mileage, excluding trackage rights.	RAILS.	
				Iron.	Steel.
Iowa .....	102.00	.....	.....	.....	.....
Missouri .....	12.63	.....	.....	.....	.....
Total mileage owned (single track) .....	114.63	.....	.....	.....	.....



## CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal— bituminous.	Cords of wood— hard.	Total fuel con- sumed—tons.	Miles run.	Average lbs. consumed per mile.
Passenger.....	2,347.11	27.09	2,364.11	.....	.....
Freight.....	3,003.71	38.00	3,041.71	.....	.....
Construction.....	603.24	7.50	610.74	.....	.....
Total.....	6,000.06	72.50	6,072.56	1,454.43	84.33
Average cost at distributing point.....	\$ 1.70	\$ 2.00	.....	.....	.....

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	.....	.....	.....	.....	.....	.....	.....	.....
Falling from trains and engines.....	.....	.....	.....	.....	.....	.....	.....	.....
Collisions.....	.....	.....	.....	.....	.....	.....	.....	.....
Other train accidents.....	.....	.....	.....	.....	.....	.....	.....	.....
At highway crossings.....	.....	.....	.....	.....	.....	.....	.....	.....
At stations.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	.....	.....	.....	.....	.....	.....	.....

KIND OF ACCIDENT.	OTHERS.							
	PASSEN- GERS.		TRESPASS- ING.		NOT TRES- PASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Getting on train.....	.....	.....	.....	.....	.....	.....	.....	.....
Derailments.....	.....	.....	.....	.....	.....	.....	.....	.....
Struck by train.....	.....	.....	.....	.....	.....	.....	.....	.....
Fell from train.....	.....	.....	.....	.....	.....	.....	.....	.....
Other causes.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	.....	.....	.....	.....	.....	.....	.....

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length—feet.	Minimum length—feet.	Maximum length—feet.
BRIDGES— Wooden.....	6	50	150	742
Total.....	6	50	.....	.....
TRETTLES.....	152	12	432	11,411

## GAUGE OF TRACK—

Three feet; one hundred miles in Iowa and twelve miles in Missouri.

## TELEGRAPH.

Miles of line, one hundred miles in Iowa and twelve miles in Missouri; owned by company making this report; operated by Western Union Telegraph Company.

STATE OF IOWA, {ss.  
COUNTY OF POLK, {ss.

I, the undersigned, Theodore C. Sherwood, Superintendent and Auditor of the Des Moines and Kansas City Railway Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made, so far as shown by the books of the said Company at this date.

THEO. C. SHERWOOD,  
Superintendent.THEO. C. SHERWOOD,  
Assistant Treasurer and Auditor.

Subscribed and sworn to before me this 2d day of October, 1891.

EUGENE L. BLAKE.

Notary Public in and for Polk County, Iowa.



## ANNUAL REPORT

OF THE

DES MOINES &amp; NORTH-WESTERN RAILWAY COMPANY,

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

FOR THE YEAR ENDING JUNE 30, 1891.

The following information is asked by the commissioners in addition to the regular printed blank, and the same are made part of this report:

- Page 5. Total number of stockholders in Iowa?  
Six.
- Page 7. Give the names of your attorneys in Iowa.  
A. B. Cummins.  
Superintendent for Iowa.  
F. C. Hubbell.  
Division superintendents for Iowa.
- Page 11. Total mileage operated in Iowa.  
114.
- Page 13. Total mileage in Iowa.
- Page 17. 1—Amount of stock issued for dividends on earnings.  
\$1,000,000.00.  
2—Amount of stock per mile of road.  
3—Amount of stock representing road in Iowa.  
4—Amount of stock held in Iowa.
- Page 19. Amount of funded debt representing road in Iowa.  
\$450,000.00.
- Page 27. Grand total for Iowa.  
\$1,535,508.43.
- Page 33. Taxes paid in Iowa.
- Page 43. 1—Operating expenses per mile of road.  
2—Operating expenses per train mile.  
3—Proportion of operating expenses and taxes for Iowa.  
4—Percentage of expenses to earnings.  
794.56.  
5—Net earnings per train mile.  
6—Percentage of earnings to stock and debt.  
7—Percentage of earnings to cost of road and equipment.  
8—Surplus at the commencement of the year.  
9—Surplus at the close of the year.  
10—Amount of its own stock owned by the company.

- Page 46. Fencing in Iowa.  
1—How many miles of fencing on your road in Iowa?  
68.  
2—How many miles of unfenced road in Iowa?  
54.  
3—What is the average cost per mile of fencing?  
\$231.31.  
4—What is the total cost of the same?  
\$300.00 per mile.  
5—How many miles of new fencing built during the year?
- Page 62 and following. 1—Average number of tons of freight in cars when shipped in car lots.  
2—Average number of tons in cars when in less than car lots.  
3—The average amount of tonnage that can be carried on your road in the State by an engine of given weight.  
4—Give the names of and the following information concerning each station on your road in Iowa, in separate columns, for the years ending June 30, 1890 and 1891.  
a—Total receipts for freight forwarded to points outside the State.  
b—Total receipts for freight received from points outside the State.  
c—Total receipts for freight forwarded to points within the State.  
d—Total receipts for freight received from points within the State.  
e—Total receipts from passengers destined to points outside the State.  
f—Total receipts from passengers from points outside the State.  
g—Total receipts from passengers destined to points within the State.  
h—Total receipts from passengers from points within the State.  
5—Total amount received from local freight.  
6—Total amount received for through freight.  
7—Number of tons of local freight carried.  
8—Total amount received from freight originating in Iowa and passing outside the State.  
9—Total amount received from freight originating outside the State and destined to points in Iowa.  
10—What per cent does the local freight business of Iowa bear to the total freight business of the entire line?  
11—What per cent does the local freight business of Iowa bear to the freight originating on your line in Iowa and passing outside the State?  
12—What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?  
13—What per cent does local freight business bear to freight moved across the State from points outside to points outside the State?  
14—What per cent of freight received at each station on your road is local and what per cent interstate?  
15—What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?  
16—What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?  
17—What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?  
18—What proportion of earnings is credited to each branch line on your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?  
19—Give the amount in tons and kind of freight furnished by each branch line to your main line.
- Page 64. Tonnage crossing Mississippi river bridge at..... for the year ending June 30, 1891.  
East bound, number of tons.....  
West bound, number of tons.....  
Total tons.....  
Tonnage crossing Missouri river bridge at..... for the year ending June 30, 1891.  
East bound, number of tons.....  
West bound, number of tons.....  
Total tons.....



- Page 69. Under heading "State or Territory" insert Iowa.  
 Page 77. Under "Overhead Highway Crossings" insert Overhead Farm Crossings.  
 Under "Conduits," insert farm crossings, "Under."

## LANDS—CONGRESSIONAL GRANTS.

- Page 78. 1—State the number of acres of land your company has already received from the congressional grants.  
 2—State the number of acres yet to inure to your company from congressional grants.  
 3—State the average price at which these lands have been sold or contracted by the company.  
 4—State the number of acres sold.  
 5—State the amount received from sales.  
 6—State the amount unpaid on outstanding contracts.  
 7—State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1891.  
 8—State the amount expended in sale and management of lands.  
 9—State the amount of taxes paid on lands.  
 10—State the amount realized from the sale of lands above the expenses incurred in the management and taxes.  
 11—The cost and actual present cash value of road and equipment including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business.
- Page 80. 1—What provision, if any, has been made by this road for the payment of its funded debt?  
 2—What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.  
 3—Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.  
 4—Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

## HISTORY.

Name of common carrier making this report?  
 Des Moines & Northwestern Railway.

Date of organization?  
 October 3, 1887.

Under laws of what government, State or Territory organized? If more than one, name all give reference to each statute and all amendments thereof.  
 Iowa.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same.  
 Is not a consolidated company.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

Des Moines, Adel & Western. Des Moines Northwestern. Des Moines & Northwestern Railway.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. M. Hubbell.....	Des Moines, Iowa.....	January 3, 1892.
F. C. Hubbell.....	Des Moines, Iowa.....	
A. D. Thompson.....	Des Moines, Iowa.....	
A. R. Penman.....	Des Moines, Iowa.....	
A. B. Cummins.....	Des Moines, Iowa.....	
L. M. Martin.....	Des Moines, Iowa.....	
G. M. Dodge.....	New York, N. Y.....	

- Total number of stockholders at date of last election?  
 Seven.  
 Date of last meeting of stockholders for election of directors?  
 January 3, 1891.  
 Give post-office address of general office:  
 Des Moines, Iowa.  
 Give post-office address of operating office:  
 Des Moines, Iowa.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE
President.....	F. M. Hubbell.....	Des Moines, Iowa.....
Vice President.....	F. C. Hubbell.....	Des Moines, Iowa.....
Secretary.....	A. N. Denman.....	Des Moines, Iowa.....
Treasurer.....	H. D. Thompson.....	Des Moines, Iowa.....
General Solicitor.....	A. B. Cummins.....	Des Moines, Iowa.....
Auditor.....	J. M. Miller.....	Des Moines, Iowa.....
Chief Engineer.....	C. W. McMeekin.....	Des Moines, Iowa.....
General Superintendent.....	F. C. Hubbell.....	Des Moines, Iowa.....
Superintendent of Telegraph.....	C. A. Ross.....	Des Moines, Iowa.....
General Freight Agent.....	W. S. Jennings.....	Des Moines, Iowa.....
General Passenger Agent.....	W. S. Jennings.....	Des Moines, Iowa.....
General Ticket Agent.....	W. S. Jennings.....	Des Moines, Iowa.....
General Baggage Agent.....	W. S. Jennings.....	Des Moines, Iowa.....

## PROPERTY OPERATED.

NAME OF ROAD.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Des Moines & Northwestern.....	Des Moines, Ia.....	Fonda, Ia.....	114	114
Total.....			114	114

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
CAPITAL STOCK:						
Common.....	10,005 \$	100.00	\$4,000,000.00	\$1,000,500.00		
Total.....	10,005 \$	100.00	\$4,000,000.00	\$1,000,500.00		

## MANNER OF PAYMENT FOR CAPITAL STOCK.

ISSUED FOR CASH:	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Common.....			5 \$	500.00
ISSUED FOR PURCHASE OF ROAD—			10,000	
Total.....			10,005 \$	500.00



## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount issued.	Amount out-standing.	Rate.	INTEREST.		
	Date of issue.	When due.				When payable.	Amount accrued during year.	Amount paid during year.
First mortgage....	1888	1895	\$ 450,000.00	\$ 450,000.00	5	May and Nov.	\$ 22,500.00	\$ 11,250.00
Grand total.....			\$ 450,000.00	\$ 450,000.00			\$ 22,500.00	\$ 11,250.00

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount out-standing.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 450,000.00	\$ 450,000.00	\$ 22,500.00	\$ 11,250.00
Bond scrip.....				
Total.....	\$ 450,000.00	\$ 450,000.00	\$ 22,500.00	\$ 11,250.00

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 14,108.15
Bills receivable.....	3,000.00
Due from agents.....	512.63
Net traffic balances due from other companies.....	
Due from solvent companies and individuals.....	6,838.72
Balance—current liabilities.....	85,008.43
Total.....	\$ 109,467.93

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Loans and bills payable.....	\$ 74,661.40
Audited vouchers and accounts.....	5,315.90
Wages and salaries.....	69.28
Net traffic balances due other companies.....	296.65
Matured interest coupons unpaid (including coupons due July 1).....	22,750.00
Rentals due July 1.....	3,547.50
Miscellaneous.....	8,727.20
Total.....	\$ 109,467.93

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount out-standing.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other prop-erties.	Miles.	Amount.
Capital stock.....	\$ 1,000,500.00	\$ 1,000,500.00		114	\$ 8,776.31
Bonds, "grand total".....	450,000.00	450,000.00		114	3,947.50
Total.....	\$ 1,450,500.00	\$ 1,450,500.00		114	\$ 12,723.61

## B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Des Moines & Northwestern.....	\$1,000,500.00	\$ 450,000.00	\$ 85,008.43	\$ 1,535,508.43	114	\$ 13,469.37
Grand total.....	\$1,000,500.00	\$ 450,000.00	\$ 85,008.43	\$ 1,535,508.43	114	\$ 13,469.37

## EARNINGS FROM OPERATION—STATE OF IOWA.

ITEMS	Total receipts.	Deductions ac-count of re-payments, etc.	Actual earn-ings.
<b>PASSENGER—</b>			
Passenger revenue.....	\$ 48,235.74		\$ 48,235.74
Total passenger revenue.....			6,791.40
Mail.....			3,000.00
Express.....			633.75
Extra baggage and storage.....			
Total passenger earnings.....			\$ 68,680.90
<b>FREIGHT—</b>			
Freight revenue.....	\$ 155,881.68		
Less repayments—			
Overcharge to shippers.....		\$ 266.65	
Total deductions.....		\$ 266.65	
Total freight revenue.....			\$ 155,715.03
Total freight earnings.....			\$ 155,715.03
Total passenger and freight earnings.....			\$ 214,395.93
<b>OTHER EARNINGS FROM OPERATIONS—</b>			
Other sources.....			\$ 876.25
Total other earnings.....			\$ 215,272.18
Total gross earnings from operation—Iowa.....			

## INCOME ACCOUNT.

## FOR ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.....	\$ 215,272.18
Less operating expenses.....	171,087.27
Income from operation.....	\$ 44,184.91
Total income.....	\$ 44,184.91
<b>DEDUCTIONS FROM INCOME—</b>	
Interest on funded debt accrued.....	\$ 22,500.00
Interest on interest-bearing current liabilities accrued, not other-wise provided for.....	5,093.39
Taxes.....	4,908.02
Permanent improvements.....	123,057.12
Total deductions from income.....	\$ 155,128.44
Deficit.....	\$ 111,943.63



Deficit from operations of year ending June 30, 1891.....	\$ 111,943.53
Deficit on June 30, 1890.....	\$ 77,564.90
Deficit on June 30, 1890.....	\$ 189,508.43
Deficit on June 30, 1891.....	\$ 192,000.00
Deficit on June 30, 1891.....	\$ 87,508.43

## OPERATING EXPENSES.

ITEMS.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>			
Repairs of roadway.....	\$ 7,947.35	\$ 16,443.81	\$ 24,391.16
Renewals of rails.....	8,472.52	19,771.55	28,244.07
Renewals of ties.....	3,042.34	7,008.78	10,141.12
Repairs of bridges and culverts.....	3,097.49	7,017.46	10,114.95
Repairs of fences, road-crossings, signs, and cattle guards.....	115.35	269.16	384.51
Repairs of buildings.....	248.30	579.37	827.67
Repairs of telegraph.....	115.85	279.30	395.15
Total.....	\$ 22,050.20	\$ 51,450.43	\$ 73,500.63
<b>MAINTENANCE OF EQUIPMENT:</b>			
Repairs and renewals of locomotives.....	2,338.64	3,537.97	5,876.61
Repairs and renewals of passenger cars.....	966.53		966.53
Repairs and renewals of freight cars.....		3,650.54	3,650.54
Total.....	\$ 3,305.17	\$ 7,188.51	\$ 10,493.68
<b>CONDUCTING TRANSPORTATION:</b>			
Wages of engineers, firemen and round-housemen....	3,211.64	7,463.83	10,675.47
Fuel for locomotives.....	3,817.04	8,906.43	12,723.47
Water-supply for locomotives.....	302.53	515.00	817.53
All other supplies for locomotives.....	157.01	366.37	523.38
Wages of other trainmen.....	2,504.36	5,843.52	8,347.88
Expense of telegraph, including train dispatchers and operators.....	462.46	1,079.09	1,541.55
Wages of station agents, clerks, and laborers.....	3,397.37	5,095.05	8,492.42
Station supplies.....	194.82	194.83	389.65
Car mileage—balance.....	141.19	29.22	170.41
Loss and damage.....		1,138.24	1,138.24
Injuries to persons.....	265.68	265.67	531.35
Other expenses.....	204.18	204.18	408.36
Transferring freight.....		2,204.67	2,204.67
Rent of freight cars.....		7,095.00	7,095.00
Total.....	\$ 14,748.28	\$ 40,833.02	\$ 55,581.30
<b>GENERAL EXPENSES:</b>			
Salaries of officers.....	\$ 2,302.22	\$ 5,371.84	\$ 7,674.06
Salaries of clerks.....	450.00	1,050.00	1,500.00
General office expenses and supplies.....	509.36	1,188.49	1,697.85
Advertising.....	220.21	1,981.97	2,202.18
Agencies, including salaries and rent.....	56.08		56.08
Expense of traffic associations.....		441.83	441.83
Rents for tracks, yards and terminals.....	4,546.31	10,608.06	15,154.37
Legal expenses.....	355.85	355.85	711.70
Stationery and printing.....	821.44	1,232.15	2,053.59
Total.....	\$ 9,261.47	\$ 22,230.19	\$ 31,491.66
<b>OPERATING EXPENSES—STATE OF IOWA—</b>			
Maintenance of way and structures.....	\$ 22,050.20	\$ 51,450.43	\$ 73,500.63
Maintenance of equipment.....	3,305.17	7,188.51	10,493.68
Conducting transportation.....	14,748.28	40,833.02	55,581.30
General expenses.....	9,261.47	22,230.19	31,491.66
Total.....	\$ 49,365.12	\$ 121,702.15	\$ 171,067.27
Percentage of expenses to earnings—Iowa.....			749.56

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenses during year—included in operating expense.	Charged to income account—permanent improvements.	Charged to construction of equipment.	Total cost to June 30, 1891.	Total cost to June 30, 1890.	Cost per mile.
<b>CONSTRUCTION—</b>						
Right of way.....						
Fences.....						
Grading and bridge and culvert masonry.....	720.42					
Bridges and trestles.....	28,345.97					
Rails.....	10,141.12					
Ties.....						
Other superstructure.....						
Buildings, furniture and fixtures.....						
Shop machinery and tools.....						
Engineering expenses.....						
Telegraphing for pro. exp. joint line between Des Moines and Chicago.....						
Telegraphs and signs.....						
Station and yard extensions.....						
Terminal facilities and elevators.....						
Other items—changing gauge, cost to June 30, 1891.....						
Total construction.....	\$ 49,147.51	\$ 105,041.50		\$ 1,406,747.37		
<b>EQUIPMENT—</b>						
Locomotives.....						
Passenger cars.....						
Freight cars.....						
Total equipment.....						
Grand total cost construction, equipment, etc.....				\$ 1,406,747.37		
Total cost construction, equipment, etc., State of Iowa—All.....						13,015.67



## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Cost of road.....	\$ 1,466,747.37	\$ 1,450,000.00	\$ .....	\$ .....
Cost of equipment.....	8,126.04	24,459.50	16,333.46	.....
Cash and current assets.....	.....	.....	.....	.....
OTHER ASSETS—				
Profit and loss.....	77,564.96	87,508.43	9,943.53	.....
Grand total.....	\$ 1,532,438.31	\$ 1,562,467.93	\$ 26,276.90	\$ .....

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
			Increase.	Decrease.
Capital stock.....	\$ 1,000,500.00	\$ 1,000,500.00	\$ .....	\$ .....
Funded debt.....	450,000.00	450,000.00	.....	.....
Current liabilities.....	99,438.31	169,467.93	10,029.62	.....
Accrued interest on funded debt not yet payable.....	2,500.00	2,500.00	.....	.....
Grand total.....	\$ 1,532,438.31	\$ 1,562,467.93	\$ .....	\$ 10,029.62

## IMPORTANT CHANGES DURING YEAR—STATE OF IOWA.

The company is now engaged in changing its road bed, track and bridges from a three-foot gauge to standard gauge of four feet eight and one-half inches.

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

## EXPRESS COMPANIES.

United States Express Company. Monthly compensation of \$250 for a given tonnage.

## MAILS.

United States post-office department. Annual compensation, \$6,791.40.

## TELEGRAPH COMPANIES.

Western Union Telegraph Company. Use of line for maintaining same.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	FROM—	TO—	Miles.		
First mortgage bond.....	Des Moines, Ia.	Fonda, Iowa.....	114	\$ 3,947.30	

## EMPLOYEES AND SALARIES—STATE OF IOWA.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	6	1,878	\$ 7,100.00	\$ 3.78
General office clerks.....	3	939	1,800.00	1.91
Station agents.....	19	5,947	7,800.00	1.31
Engineers.....	7	2,191	5,964.47	2.72
Firemen.....	8	2,304	3,578.09	1.43
Conductors.....	5	1,565	4,140.00	2.64
Other trainmen.....	13	4,009	4,828.01	1.19
Carpenters.....	13	4,009	6,226.29	1.53
Section foremen.....	17	5,321	8,160.00	1.53
Other trackmen.....	70	21,910	22,516.18	1.03
Telegraph operators and dispatchers.....	3	808	1,537.24	1.90
All other employees and laborers.....	6	1,878	2,788.87	1.48
Total (including general officers)—Iowa.....	170	53,079	\$ 76,449.75	\$ 1.44
Less general officers.....	6	1,878	7,100.00	.....
Total (excluding general officers)—Iowa.....	164	51,201	\$ 69,349.75	\$ 1.35
DISTRIBUTION OF ABOVE—				
General administration.....	9	2,817	8,905.00	.....
Maintenance of way and structures.....	100	31,303	36,902.47	1.17
Maintenance of equipment.....	6	1,878	2,788.87	1.48
Conducting transportation.....	55	17,084	27,868.41	1.63
Total (including general officers)—Iowa.....	170	53,079	\$ 76,449.75	\$ 1.44
Less general officers.....	6	1,878	7,100.00	3.78
Total (excluding general officers)—Iowa.....	164	51,201	\$ 69,349.75	\$ 1.35
Total (including general officers)—entire line—all in Ia.....			\$ .....	\$ .....

## PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF IOWA.

## PASSENGER TRAFFIC—

Number of passengers carried earning revenue.....	67,907	
Number of passengers carried one mile.....	1,819,827	
Average distance carried.....	26.798	
Total passenger revenue.....		\$ 48,235.74
Average amount received from each passenger.....		.71.032
Average receipts per passenger per mile.....		.02.650
Estimated cost of carrying each passenger one mile.....		.02.713
Total passenger earnings.....		58,600.90
Total earnings per mile of road.....		514.74.473
Passenger earnings per train mile.....		.65.810

## FREIGHT TRAFFIC—

Number of tons carried of freight earning revenue.....	102,907	
Number of tons carried one mile.....	4,188,314	
Average distance hauled of one ton, miles.....	40	
Total freight revenue.....		155,715.93
Average amount received for each ton of freight.....		1.51.316
Average receipts per ton per mile.....		.03.717
Estimated cost of carrying one ton one mile.....		.02.996
Total freight earnings.....		155,715.93
Freight earnings per mile of road.....		1,365.02.131
Freight earnings per train mile.....		1.68.597

## PASSENGER AND FREIGHT—

Passenger and freight revenue.....	293,956.77
Passenger and freight revenue per mile of road.....	1,789.04.184
Passenger and freight earnings.....	214,395.93
Passenger and freight earnings per mile of road.....	1,880.66.605
Gross earnings from operation.....	213,272.18
Gross earnings from operation per mile of road.....	1,868.35.245
Expenses.....	171,857.27
Expenses per mile of road.....	1,500.76.532



## TRAIN MILEAGE—

Miles run by passenger trains.....	73,856
Miles run by freight trains.....	98,183
Total mileage trains earning revenue.....	172,039
Miles run by construction and other trains.....	11,380
Grand total train mileage.....	183,419
Mileage of loaded freight cars—north.....	455,053
Mileage of loaded freight cars—south.....	398,584
Mileage of empty freight cars—north.....	188,196
Mileage of empty freight cars—south.....	238,303
Average number of freight cars in train.....	32
Average number of loaded cars in train.....	20
Average number of empty cars in train.....	12
Average number of tons of freight in train.....	100
Average number of tons of freight in each loaded car.....	10

## FREIGHT TRAFFIC MOVEMENT—STATE OF IOWA.

## COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight origina- ting on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
<b>PRODUCTS OF AGRICULTURE—</b>				
Grain.....	45,390	209	45,599	
Flour.....	150	700	850	
Hay.....	8,394		8,394	
<b>PRODUCTS OF ANIMALS—</b>				
Live stock.....	9,527	43	9,570	
Poultry, game and fish.....	104		104	
Hides and leather.....	35		35	
<b>PRODUCTS OF MINES—</b>				
Bituminous coal.....	10,891	7,940	18,840	
Stone, sand, and other articles.....	610		610	
Salt.....		547	547	
<b>PRODUCTS OF FOREST—</b>				
Lumber.....		7,940	7,940	
<b>MANUFACTURES—</b>				
Petroleum and other oils.....		190	190	
Other casting and machinery.....		308	308	
Cement, brick and lime.....	230		230	
Agricultural implements.....	154	266	420	
Household goods and furniture.....	108	72	180	
<b>MERCHANDISE.....</b>	5,321	3,571	8,892	
<b>MISCELLANEOUS—</b>				
Other commodities not mentioned above.....	207		207	
Total tonnage—Iowa.....	81,121	21,786	102,907	

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added dur- ing year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>LOCOMOTIVES—</b>						
Passenger.....	2	2	2	Westinghouse		
Freight.....	6	6	6	Hand		
Switching.....	2	2	2	Hand		
Total locomotives.....	10	10	10			
<b>CARS IN PASSENGER SERVICE—</b>						
First-class passenger cars.....	4	4	4	Westinghouse	4	Miller.
Baggage, express and postal cars.....	4	4	4	Westinghouse	4	Miller.
Total.....	8	8	8		8	
<b>CARS IN FREIGHT SERVICE—</b>						
Box cars.....	298	298	298	Hand		
Flat cars.....	24	24	24	Hand		
Stock cars.....	52	52	52	Hand		
Coal cars.....	101	101	101	Hand		
Total.....	475	475	475			
Deduct leased cars.....	426					
Total.....	49					
<b>CARS IN COMPANY'S SERVICE—</b>						
Other road cars.....	1	1	1	Hand		
Total.....	1	1	1			
Total cars owned.....	58					
<b>CARS LEASED.....</b>	426					
Grand total cars.....	484					

## RENEWALS OF RAILS AND TIES—STATE OF IOWA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard.	Average price per ton at dis- tributing point.	KIND.	Number.	Average price at distribut- ing point.
Steel.....	228,576	52	\$ 27.00	Oak.....	887	.50
				Cedar.....	111,998	.50
Total steel.....	228,576			Total.....	112,885	

## ACCIDENTS TO PERSONS—STATE OF IOWA.

Trainmen, injured—coupling and uncoupling, 3; other train accidents, 1; other causes, 1; total, 5.

Other employees, injured—other causes, 1. Total employees injured, 6.



MILEAGE.  
MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of pro-prietary companies.	Line operated under lease.	Line operated under con-tract, etc.	Line operated under truck-age rights.	Total mileage operated.	New line con-structed dur-ing year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track .....	114.00						114.00		50.60	54.40
Miles of yard track and sidings .....	6.45						6.45			
Total mileage operated (all tracks).....	120.45						120.45		50.60	54.40

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Iron.....										
Steel.....										
Total mileage owned (single track).....	114.00									

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF IOWA.

LOCOMOTIVES.	Tons of coal—bituminous.	Cords of wood—soft.	Total fuel con-sumed—tons.	Miles run.	Average pounds con-sumed per mile.
Passenger.....	1,395	67	1,029	73,856	44
Freight.....	2,963	98	3,012	98,183	61
Construction.....	288	14	304	11,380	51
Total.....	4,647	176	4,935	183,419	52
Average cost at distributing point.....	\$ 1.80	\$ 2.25			

CHARACTERISTIC OF ROAD.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.			
FROM—	TO—	Miles.	No. of curves.	Aggregate length of curved line, miles.	Length of straight line, miles.
Des Moines, Iowa.....	Fonda, Iowa.....	114	80	15.9	98.7
Total.....		114	80	15.9	98.7

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet.	Minimum length in feet.	Maximum length in feet.
BRIDGES—				
Iron .....	3			
Total.....	3			
TRESTLES .....	154	11,072		

Gauge of track, three feet. Length, 114 miles.

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Miles of line, 114; miles of wire, 114. Operated by the Western Union Telegraph Company.

CAR MILEAGE.

State below all individuals, co-operative fast freight lines, and stock companies, to which the Company making this report pays mileage for the use of cars.

Des Moines & Northern Railway.

Des Moines & Kansas City Railway.

STATE OF IOWA, } ss.  
COUNTY OF DES MOINES, }

We, the undersigned, F. C. Hubbell, Vice-President, and H. T. Thompson, Treasurer, of the Des Moines & Northern Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

F. C. HUBBELL,  
Vice-President.  
H. D. THOMPSON,  
Treasurer.

Subscribed and sworn to before me this 14th day of September, 1891.

O. HUTTENLOCHER,  
Notary Public, Polk County, Iowa.



## ANNUAL REPORT

OF

THE MISSISSIPPI RIVER RAILROAD &amp; TOLL BRIDGE COMPANY,

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1891.

## HISTORY.

Name of common carrier making this report:

The Mississippi River Railroad &amp; Toll Bridge Company.

Date of organization:

Incorporated, Illinois, November 9, 1886.

Under laws of what Government, State or Territory organized? If more than one, name all.

Give reference to each statute and all amendments thereof:

Under an Act of Congress entitled "An Act to authorize the construction of a bridge and to establish the same as a post road," approved May 25, 1872, and has authority from the States of Iowa and Illinois to build such a bridge.

What carrier operates the bridge of this company?

Atchison, Topeka &amp; Santa Fe Railroad Company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. Marvel.....	Chicago, Illinois.....	The Saturday next following the last Thursday in October, 1891.
I. L. Burr.....	Boston, Mass.....	
J. D. Springer.....	Chicago, Illinois.....	
J. B. Morrison.....	Fort Madison, Iowa.....	
Charles H. Peters.....	Fort Madison, Iowa.....	

Total number of stockholders at date of last election.

Six. In Iowa, two.

Date of last meeting of stockholders for election of directors

November 1, 1890.

Post office address of general office.

Chicago, Illinois.

Post office address of operating office

Topeka, Kansas.



## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	A. Manvel.....	Chicago, Illinois.
Secretary.....	D. L. Gallup.....	Chicago, Illinois.
Treasurer.....	D. L. Gallup.....	Chicago, Illinois.
Comptroller.....	J. P. Whitehead.....	Boston, Mass.
Auditor General.....	J. W. Reinhart.....	Boston, Mass.
Acting Auditor.....	Geo. B. Howard.....	Chicago, Illinois.

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

In Iowa, miles of line.....	10
In Illinois, miles of line.....	51
Total mileage.....	61

Under an agreement dated September 1, 1887, between this company and the Atchison, Topeka & Santa Fe Railroad Company, the railroad company acquired the right, for the term of forty years, to run its trains over the bridge owned by this company, subject to the use of the same by other railroads, under the laws of the United States; receiving all tolls and income account arising from the use of the bridge by persons or corporations, and paying, as compensation therefor, the interest on the first mortgage bonds of this company and taxes and expenses of maintenance.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
CAPITAL STOCK—				
Common.....	10,000	\$ 100.00	\$ 1,000,000.00	\$ 1,000,000.00
Total.....	10,000	\$ 100.00	\$ 1,000,000.00	\$ 1,000,000.00

The stock has been issued, and, under the laws of the State of Illinois, is payable in such installments and at such time or times as shall be determined by the directors or managers. No installment has yet been called for.

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.*	
	Date of issue.	When due.					When payable.	Amount accrued during year.
First mortgage registered six per cent bond.....	Sept. 1, 1887.	Sept. 1, 1907.	\$ 650,000.00	\$ 650,000.00	\$ 650,000.00	\$ 650,000.00	March, Sept., & Dec.	\$ 38,000.00
Grand total.....			\$ 650,000.00	\$ 650,000.00	\$ 650,000.00	\$ 650,000.00		\$ 38,000.00
* Interest payable by Atchison, Topeka & Santa Fe Railroad Company as and for rental.								

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	INTEREST.		Amount issued.	Amount outstanding.	Amount paid during year.	
	Amount accrued during year.	See note above.			Amount paid during year.	See note above.
Mortgage bonds.....	\$ 38,000.00	\$ 38,000.00	\$ 650,000.00	\$ 650,000.00	\$ 38,000.00	\$ 38,000.00
Total.....	\$ 38,000.00	\$ 38,000.00	\$ 650,000.00	\$ 650,000.00	\$ 38,000.00	\$ 38,000.00



## BOARD OF RAILROAD COMMISSIONERS.

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	Apportionment to bridge.
Capital stock.....	\$ 1,000,000.00	\$ 1,000,000.00
Bonds.....	650,000.00	650,000.00
Total.....	\$ 1,650,000.00	\$ 1,650,000.00

## TOTAL COST OF ROAD AND PERMANENT IMPROVEMENTS TO JUNE 30, 1891.

CONSTRUCTION—	
Right of way.....	\$ 1,713.35
Grading and bridge and culvert masonry, bridges and trestles.....	572,291.04
Rails.....	3,165.15
Buildings, furnitures and fixtures.....	290.90
Engineering expenses.....	17,133.36
Telegraph line.....	1,217.24
Bridge built by contract*.....	48,857.39
Other items.....	5,311.93
Total construction,† (no equipment).....	\$650,000.00

## INCOME ACCOUNT.

## FOR ROADS NOT MAKING OPERATING REPORTS.

No income.

Operated by the Atchison, Topeka & Santa Fe Railroad Company, as part of the through line between Chicago and Kansas City. The Atchison, Topeka & Santa Fe Railroad Company agreeing to pay the interest on first mortgage bonds and all expenses and taxes incurred in the operation of the bridge.

Operations included in report of Chicago, Santa Fe & California Railway.

## COMPARATIVE GENERAL BALANCE SHEET,

ASSETS.	Total June 30, 1890.	Total June 30, 1891.
Cost of road.....	\$ 650,000.00	\$ 650,000.00
Capital stock subscriptions uncalled.....	1,000,000.00	1,000,000.00
Grand Total.....	\$ 1,650,000.00	\$ 1,650,000.00

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF IOWA.

Under an agreement dated July 1, 1888 (and which for convenience is stated here), between this company; the Sibley Bridge Company; Atchison, Topeka & Santa Fe Railroad Company; in Chicago; the Chicago, Santa Fe & California Railway Company. and the Atchison, Topeka & Santa Fe Railroad Company, all of these properties are operated as one line by the Atchison, Topeka & Santa Fe Railroad Company.

\*The first mortgage bonds of this company were issued under contract for construction and the amount entered against "Bridge built by contract" represents the difference between actual expenditures for construction to September 30, 1889, and par value of bonds, as no further charges will be made to construction account, by reason of cost of construction from that date being assumed by Atchison, Topeka & Santa Fe Railway Company.

† Iowa proportion not obtainable.

## COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	Total June 30, 1890.	Total June 30, 1891.
Capital stock.....	\$ 1,000,000.00	\$ 1,000,000.00
Funded debt.....	650,000.00	650,000.00
Grand total.....	\$ 1,650,000.00	\$ 1,650,000.00

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.	Miles.
First mortgage registered 6 per cent bond.	Bridge and approaches at Ft. Madison, Iowa....	61

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length in feet and inches.
BRIDGE—		
Iron.....	1	3,233.3
Total.....	1	3,233.3

STATE OF ILLINOIS, } ss.  
COUNTY OF COOK, }

We, the undersigned, Allen Manvel, President, and J. W. Reinhart, General Auditor of the Mississippi River Railroad & Toll Bridge Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

A. MANVEL,  
President.  
J. W. REINHART,  
General Auditor.

Subscribed and sworn to before me by A. Manvel, this 14th of October, 1891.

HOWARD S. ABBOTT,  
Notary Public, Cook county, Illinois

COMMONWEALTH OF MASSACHUSETTS, } ss.  
COUNTY OF SUFFOLK, }

Subscribed and sworn to before me by J. W. Reinhart, this 7th day of October, 1891.

GEO. L. GOODWIN,  
Notary Public.



## REPORT OF THE OTTUMWA &amp; KIRKVILLE RAILROAD.

This road, with a total mileage of 3.33 miles, was built to transport the coal from a mine at Kirkville owned by the parties building the road. The coal being exhausted, the rails were taken up and the road permanently abandoned, as shown by the following report:

OTTUMWA, IOWA, December 18, 1890.

MR. W. W. AINSWORTH, *Secretary Board of Railroad Commissioners, Des Moines, Iowa.*

DEAR SIR: You are hereby notified that the line of railway formerly operated and owned in Wapello county, Iowa, by the Ottumwa & Kirkville Railway Company, which constituted its sole and only trackage and road bed, was permanently abandoned on September 4, 1890, its rails and all movable fixtures having been taken up and removed; also, that at a meeting of the stockholders of said company, the entire capital stock issued and outstanding being represented, held at Burlington, Iowa, on November 29, 1890, all the property and assets of said company having been sold and disposed of and all of its debts and liabilities paid and liquidated, it was resolved that the corporation of the Ottumwa & Kirkville Railway Company be dissolved and wound up, and that a notice of dissolution be published in conformity with the laws of the State of Iowa.

Truly yours,

H. L. WATERMAN,  
*General Manager.*



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ADJUSTMENT OF COMPLAINTS.

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## ADJUSTMENT OF COMPLAINTS.

M. W. BYRAM, FREMONT, IOWA.

vs.

IOWA CENTRAL RAILWAY COMPANY.

} *Discrimination.*

Complaint filed December 11, 1890.

### DECISIONS OF THE COMMISSIONERS.

December 11, 1890, M. W. Byram, of Fremont, complained that the Iowa Central Railway Company was discriminating against citizens of Fremont and vicinity, in the sale of passenger tickets; that at stations on each side of them "the company is selling tickets to other points on the road on Saturdays and Sundays, good to return on Monday, at one fare for the round trip, while our agent makes no reduction on said days."

December 12th, the respondent was notified of the complaint; December 13th, General Manager Ackert replied: "There is no discrimination intended against the people at Fremont. The rate referred to applies to all stations and we telegraphed our agent to-day to find out why he was not making the rate referred to, and he said he did not understand he could."

December 17th, complainant writes, acknowledging satisfactory adjustment, and that the case may be closed.

*Des Moines, Iowa, December 31, 1890.*

W. H. WOODWARD, CHESTON, IOWA.

vs.

DES MOINES & KANSAS CITY RAILWAY  
COMPANY.

} *Lost baggage.*

Complaint filed December 5, 1890.

On December 4, 1890, Mr. W. H. Woodward of Cheston, Iowa, complained to the Commissioners that in returning from the State fair to his home, he checked his satchel at the respondent's local station in Des Moines, that he had been trying



ever since to get said baggage or a settlement therefor, but he had not succeeded, and asked that the Commissioners take charge of the matter for him. Copy of complainant's letter was sent to General Manager John C. Newton, and in reply to this communication Mr. Newton filed with the Commissioners all of the correspondence between the complainant and the respondent company showing that prompt action had been taken by the company to recover the lost baggage and failing in that a settlement had been made with complainant on the 5th of December, by which he had been paid the sum of \$40. In this letter Mr. Newton intimated that he regarded the claim as an unjust one.

The complainant was advised of the contents of Mr. Newton's letter and asked if he was satisfied to have the case closed.

On December 15th, complainant wrote to the Commissioners to the effect that while he was not satisfied with the settlement, he had decided to accept it, as he felt that it was that or nothing; that his actual loss was \$224.75.

*Des Moines, Iowa, January 13, 1891.*

C. D. IVES, SPECIAL COMMITTEE, } *Application for withdrawal of commissioners'*  
WESTERN FREIGHT ASSOCIATION. } *stock rates.*

#### DECISION OF COMMISSIONERS.

December 22, 1890, C. D. Ives, general freight agent of the Burlington, Cedar Rapids & Northern Railway Company, appeared before the Commissioners, as a special committee representing the Western Freight Association, and made application to the Board for the cancellation of the Commissioners' rates on stock cattle, which are 75 per cent of the fat cattle rate. Mr. Ives stated that the application of the rates not only affected local business, but extended to inter-State traffic, reaching into Minnesota and Dakota and seriously affecting the stock cattle rates on lines running into those States, and that the various lines affected are desirous for these reasons that the rates be cancelled by the Iowa Commissioners.

In addition to these reasons, Mr. Ives urged that it was almost impossible to confine the rates to stock cattle shipments, for grazing and feeding purposes, which he understood was the legitimate traffic to which the rates were intended to be applied; that cattle partially fattened were in some instances shipped as stockers; that light cattle are shipped to the packing houses under these rates, and that where the roads decline to grant them, the companies are held as responsible for overcharge, while conceding that the rates are reasonable for shipping stock cattle for grazing and feeding, yet it is impossible to confine them to these, and a great hardship is the result to the carriers.

After thoroughly considering the reasons urged by the committee, for cancelling the rates in question, the Commissioners are of the opinion that the reasons urged for the repeal of said rates arise from the abuse, and not the use, of said stock cattle rates. It was the intention of the Commissioners, in putting in said rates, that they should be applicable to cattle and calves shipped to and from different

points within the State for feeding or grazing, on which shipments the carriers often have two hauls, and should make a lower rate, and such is the view at present held by the Board as to such rates.

As to the claim that inter-State rates are reduced by the effect of the Iowa tariff, we quote from the letter of F. L. Parker, general freight agent of the Great Northern Railway line, of December 5, 1890, in which he says: "It seems to me to be clearly unjust that the Iowa lines should use the laws and Commissioners of their State as a pretext for maintaining these stock cattle rates under the circumstances, and still more unjust that any of their connections, toward the north, should join them in this opposition to what is a clear move in the right direction, an increase in the revenue on cattle shipments."

The Commissioners are of the opinion that the rates on stock cattle are fair and reasonable, both for shipper and carrier, and decline to cancel the same.

*Des Moines, Iowa, December 30, 1890.*

R. M. ADAMS, ROAD SUPERVISOR, CLARK  
COUNTY, IOWA.

VS.

CHICAGO, BURLINGTON & QUINCY RAIL-  
ROAD COMPANY.

*Highway Crossing.*

Complaint filed December 8, 1890.

December 8, 1890, R. M. Adams, Road Supervisor of District No. 7, Clark county, filed with the Board a copy of the records of a "Consent highway," established by the Board of Supervisors of said county, and stated that said road crossed the C. B. & Q. Railroad in said district No. 7, that he had notified the company to put in a crossing, giving them thirty days' notice. He asked the Board the proper steps to be taken to get a crossing.

The respondent was notified of the complaint and J. W. Blythe, Solicitor, replied December 20, "The records show that no consent was ever obtained from the C. B. & Q., that this highway be established. I am informed that no steps have been taken other than above indicated, and the Board of Supervisors and the County Auditor have never attempted to establish this highway across our right of way and track in any manner authorized by the law."

The complainant was notified January 21, that the consent of the respondent not having been obtained for the establishment of said highway across its right of way, this Board has no authority to order a crossing over said railroad, until a road is established as required by law, over said right of way.

Nothing further in the matter having been reported to this Board the case is closed without prejudice to complainant.

*Des Moines, Iowa, March 26, 1891.*



JACOB KORNS, HARTWICK, IOWA,

vs.

} *Undercrossing damage to stock.*

CHICAGO &amp; NORTHWESTERN RAILWAY CO.

Complaint filed December 2, 1890.

The petitioner, Jacob Korns, is the owner of S.  $\frac{1}{4}$  of N.E.  $\frac{1}{4}$  section 3, township 80, range 13, west, near Hartwick, Poweshiek county, Iowa. The road of respondent runs through his place, cutting off a large part of his pasture lands from his home, yards, water, etc. He has a farm crossing with gates, and an undercrossing for stock. The latter is in a ravine, southeast of his home, and connects his pasture lands. He complains that the respondent has failed to keep the undercrossing in repair; that in wet seasons it becomes very muddy and almost impassable for stock; that he has repeatedly notified respondent of the unsafe condition of said pass, and requests the company to repair the same, which it has neglected to do; that by reason of such neglect to repair the same, complainant "has been damaged in the sum of five hundred dollars in loss of stock by death and damage to the same, caused by being compelled to wade through the deep mud at said pass, upon the right of way of the railway." Complainant submits the affidavits of various persons substantiating his averments as above.

After months of delay, General-Manager Whitman answers, April 9th, (saying delay was caused by sickness), denying that the crossing under the bridge was constructed as a cattle pass; that complainant never had any right to use it as such. That the company was compelled to put up a bridge at this point, some twelve feet high, and that the slough under it is, and always has been, wet and miry, and unsuitable as a crossing; that at the time this branch of the road was constructed through said farm in 1885, respondent purchased the right of way and paid for the same; that the owner at that time (from whom petitioner subsequently purchased) designated the place for his farm crossing, which was put in and still remains for the use of complainant; that there is no other crossing on said farm, and that the undercrossing is not fit for use and complainant has no right to use it as such, and that respondent is not in any way liable, by reason of the use of the same by said complainant.

August 6, 1891, the Commissioners visited Hartwick and met complainant, respondents being represented by Superintendent Hopkins and other officials of the road. They found the situation at the crossing in controversy about as set forth in petition; that it had been impassable and unsafe in wet weather; that complainant had lost some valuable blooded stock; that the crossing is very valuable as a stock pass between the pastures of complainant; that the same has been lately tiled by complainant and is in a tolerably passable condition at present. They found further that said pass is entirely on the right of way and owned and controlled by respondent; that it has never been recognized by it as a crossing, but that the crossing to which complainant is entitled under the statute has been placed by respondent at the point designated by the owner of the land. The commissioners, however, do not find that said crossing fills the legal requirement, and so inform respondent.

From the investigation made by the commissioners they do not find the circumstances such as to require them to make any order in the premises, and the case is therefore dismissed.

*Des Moines, Iowa, August 19, 1891.*

D. VETTER, GRANT, IOWA,

vs.

} *Loss of goods.*CHICAGO, BURLINGTON & QUINCY RAIL-  
ROAD COMPANY.

Complaint filed December 11, 1890.

In this case complainant filed a claim, December 11, 1890, against respondent for \$5.00 on account of loss of one roll of oil cloth shipped over its line from Des Moines to Grant, Iowa. Complainant averred that respondent had investigated and found the claim just, but neglected to adjust the same.

A copy of complaint was sent respondent, who replied January 5, 1891, that the matter would be investigated. February 10th respondent wrote, claiming that their agent at Elliott (the shipping station for Grant, the latter being some ten miles from the railway station), held the receipt of one Lafferty, the teamster for complainant, for the goods in question, and disclaiming any further liability for the same.

Complainant was furnished a copy of this letter, and while still claiming the loss of goods fails to furnish evidence establishing said claim. The case is therefore dismissed without prejudice.

*Des Moines, Iowa, April 29, 1891.*

J. G. L. JAHNSEN, GILMAN, IOWA,

vs.

} *Application for elevator site.*

IOWA CENTRAL RAILWAY COMPANY.

Filed December 9, 1890.

## DECISION OF COMMISSIONERS.

December 8, 1890, the complainant, J. G. L. Jahnsen, addressed a letter to the Commissioners, stating that he desired to put up an elevator or warehouse at Gilman, but that the Iowa Central had leased their lands to other parties, and asking whether there was any way of getting land there to build a warehouse on and coal sheds near to side track of said railway company.

The Commissioners wrote the general manager of said railway company, in relation to the matter, and duly received a reply, stating that all the land of said company at Gilman was leased to other parties and enclosing a plat of the depot grounds there, showing for what purpose and by whom the same was occupied.

It was also claimed on the part of said company that Mr. Jahnsen could not put up an elevator or warehouse and carry on a grain business, if a site therefor should be furnished him by said company, and that the interests of the public did not require any change in the occupancy of the grounds of said company at Gilman.



February 10, 1891, Commissioners Campbell and Luke visited Gilman for the purpose of making an investigation of the matter. They found all the ground of the company fully occupied by other parties doing business thereon, such as is usual in such places. That there are now two elevators and warehouses, owned and occupied by different persons or firms, in carrying on the business of buying grain, etc., in which active competition exists, and has existed for some time past and to such an extent as to make Gilman an important place for the marketing and shipping of grain, and that said firms occupied, with their business, no more ground than was reasonably necessary therefor.

The Commissioners fail to find from their investigation such a state of facts as would, in their judgment, justify an order in relation to the matter in question, and they therefore decline, for the present, to take any further action in the premises.

*Des Moines, Iowa, February 11, 1891.*

WINNEBAGO FARMERS' ALLIANCE,

vs.

MINNEAPOLIS & ST. LOUIS RAILWAY,  
(W. H. Truesdale, Receiver).

*Discrimination in trackage privileges.*

Complaint filed December 31, 1890.

#### DECISION OF COMMISSIONERS.

The complainants in this case, I. J. Kessey, president, and Albert Field, committee elected to appeal, representing the Farmers' Alliance of Winnebago county, charge respondent company with discriminating against them in excluding them from the privilege of erecting a coal house on their side track at Forest City, for unloading cars of coal, while granting similar privileges to other parties doing business on its lines. Complainants aver that,

"During the last two years the Farmers' Alliance of Winnebago county, composed of farmers of this county, have been buying coal in carload lots at the mines in Angus and had it carried over the Minneapolis & St. Louis Railroad line to Forest City, Iowa.

"That we have been compelled, at great inconvenience, to unload and distribute the coal directly from the car. Therefore, the Farmers' Alliance of Winnebago, did, on the 18th day of December, 1890, petition the receiver of the above named railroad for a site on which to erect a coal shed for its own convenience on the right of way near the switch line west of the main track of the railroad, there being abundant unoccupied and unused land lying idle. The above very reasonable request was refused, and the receiver still refuses to grant the prayer, wherefore,

"We do now appeal to the Honorable Railroad Commissioners of the State of Iowa to reverse the decision of the receiver, Truesdale, and order him to furnish the ground on which to build said shed adjacent to the switch line of the railroad company, in Forest City, Iowa."

Attached to the complaint are the following letters of W. H. Truesdale, receiver of respondent company, in reply to the request for side track privileges:

MINNEAPOLIS, MINN., December 23, 1890.

MR. I. J. KESSEY, Forest City:

DEAR SIR: I beg to acknowledge receipt of yours of the 18th inst., also that of the 21st inst., enclosing copy of resolution passed by the Farmers' Alliance Coal Association, at the meeting held in Forest City on Saturday last. For the present, at least, we do not feel that we can grant the request to furnish a location on our depot grounds on which the said association may erect a coal shed.

Yours truly,

W. H. TRUESDALE, Receiver.

MINNEAPOLIS, MINN., December 16, 1890.

MR. I. J. KESSEY, Forest City, Iowa:

DEAR SIR: Since writing you previously about a site for a coal house for the Farmers' Alliance, which desires to put up such a building on our property, at Forest City, I am advised that it is the intention of the Alliance to sell fuel at cost, not only to the members of their own organization, but to other parties. If such is the case I do not believe we care to encourage them in such a course, which can only have the effect, eventually, of driving out of business all legitimate dealers who are now established at Forest City for the purpose of doing business in the usual, legitimate, business-like way. If, as a result, they should finally force our fuel dealers out of business there it would leave us in the shape of having no one to handle the fuel business, excepting the Farmers' Alliance, and there is no question in the world but what, if they continue to do business at cost, they will sooner or later have to go out of business as well. I do not think it is a fair thing to ask us to place our property at the disposal of the Alliance for any such purpose.

Yours truly,

W. H. TRUESDALE, Receiver.

Replying to the above, and on request of the commission for further particulars regarding the above application, I. J. Kessey, President of the Alliance, under date of January 28, 1891, writes the Board:

"By your request for further information in the matter of the appeal of the Farmers' Alliance Coal Association against the Minneapolis & St. Louis Railway Company, for the refusal to grant or lease a site to erect a coal shed on their grounds, at Forest City, Iowa, and further to reply to Receiver Truesdale's letter of January 21, 1891:

"1. Will say, we have not claimed nor stated that said Railway Company have refused to transport commodities for the Farmers' Alliance, over their road.

"2. We do not ask said Railway Company to relinquish any of its 'title' to their depot grounds, but we do ask for the privilege, either by lease or permission, to erect our coal shed on their grounds, near its track, at this place.

"3. We claim that by their refusal to lease or give permission to erect our coal shed on their grounds, when others have that privilege, that there is a discrimination against us to the amount that it costs us to transfer our coal from the cars to our shed.

"4. Under their refusal the said Railway Company shows a tendency to dictate who shall buy or sell commodities at their depots along its railroad.

"5. We claim that the said Railway Company have no right to dictate who shall buy or sell, at any of its points, by causing a discrimination between individuals or companies, by compelling one of the party to the expense of hauling its commodity from the cars to the outside of the railroad limits and not the other.

"6. The said Company may cause extortion, at the will of a dealer, from all farmers along its line to an amount sufficiently high that it will not pay a farmer to haul his products to another railroad, and if that railroad should refuse, on the



same grounds, the extortion can be made general, and millions of dollars be drawn from the farmers' earnings annually.

"7. Should the said railway company be sustained in its refusal to grant site, when there is plenty of space, that refusal can be extended to who shall enter stock in their stock yards for shipments or to the farmers to enter upon their grounds to receive consignments shipped to or to ship from any point. The questions, in our opinion, are identically the same.

"8. If any railroad company can refuse site on this or similar circumstances any dealer or dealers can by combination that have sufficient capital to transact business in buying or selling heavy articles, such as farm products and coal in a territory to the proportionate size of its capital can control prices to an amount equal the cost of transportation to or from the cars."

A copy of the above was sent Receiver Truesdale, February 17th, who replied, February 20th, as follows:

"I beg to acknowledge receipt of yours of the 17th inst. in the matter of communication from Mr. I. J. Kessey, of Forest City. I regret delay in answering your former letter of January 30th, but I have been extremely busy, and beside, we had to have a map made and then get information as to what parties were located on our depot grounds at Forest City. I enclose you herewith blue print map showing our grounds at that point and the number and character of the warehouses and other buildings occupying them, together with the names of the owners thereof. The grounds adjacent to our side-track, lying southerly of Messrs. Piehl & Company's coal sheds, we use ourselves, almost altogether for the purpose of storing ties and other track material.

"I do not believe I have any reply to make to Mr. Kessey's communication, copy of which you enclosed in your first letter, further than this: that we are confident that our claim to the right to say who shall be granted a title to a portion of our depot grounds, whether such title be for a short term by means of a lease or a greater title than this, is legally sound and good. We claim, furthermore, that our policy in these matters has not resulted in forcing the prices of fuel so high as that farmers have been obliged to haul their products to other points on other railroads. So long as anyone has a right to ship fuel into our stations and are granted a reasonable time to unload same from cars, it will be impossible for anyone engaged in the coal business, who may have sheds or other facilities on the depot grounds of our company for hauling their coal, to charge an extortionate price therefor, and I do not now understand that Mr. Kessey alleges that an extortion is practiced in this particular at Forest City, or any other point on our line.

"I do not think, as Mr. Kessey seems to, that it follows because we decline to sell or lease a portion of our property to any one that we can also refuse the use of our stock yards to parties desiring to ship live stock, or the use of our depot to parties desiring to ship freight through it.

"Finally, the Farmers' Alliance, as we understand it, is a private corporation or association, which desires these facilities, primarily for the purpose of handling fuel for their individual members, and not for the purpose of doing business generally with the public. If we are required to yield up the use of a portion of our station grounds for their purpose, why should we not for those of any other private association or associations or private individuals, and thus ultimately have our property covered with warehouses, sheds and buildings of every character, to be used for the private purposes only of the parties erecting and owning them?

## DECISIONS.

The complainants in this case are an association of farmers of Winnebago county, organized as an Alliance, for social, literary and business purposes. In the latter capacity, they have been engaged for over two years in purchasing coal by the carload at the mines at Angus, and transporting the same over the respondent's line to Forest City, where, for lack of side-track facilities, they have been compelled to unload and distribute the same from the cars; while other dealers in coal at that point have been furnished with room on the siding for coal houses, and facilities for unloading directly into the same. The inconvenience to and burden on complainants are the greater on account of their living at a distance from the station, and the consequent vigilance necessary to care for and unload cars, to prevent demurrage charges.

The statement made by complainants as to the refusal of site for coal house and side track facilities are not denied by respondent, but conceded, and justified on the ground that "The Alliance is a private corporation, which desires these facilities for the purpose of handling fuel for their individual members and not for the purpose of doing business generally with the public; that it is the intention of the Alliance to sell fuel at cost, not only to the members of their own organization, but to other parties \* \* \* which can only have the effect eventually of driving out of business all legitimate dealers who are now established at Forest City; \* \* \* and as a result leave no one to handle the fuel business at that point excepting the farmers.

A plat of the depot grounds furnished the board by respondent shows that among the dealers at Forest City the firms of Babbitt Bros. and M. J. Piehl have each about a hundred feet of side track on which they have coal houses; that in addition to, and adjacent, the respondent has several hundred feet of unoccupied siding, on which it refuses to allow complainants to erect a coal house, claiming it is using the same "for storing ties and other track material," and further that "We have a legal right to say who shall be granted a title to a portion of our depot grounds, whether such title be for a short time by lease, or a greater title than this.

□ Under the statute constituting the Commission "They are required, whenever in their judgment any addition to or change in its station or station houses, or any change in the mode of operating a railroad and conducting its business is reasonable and expedient in order to promote the security, convenience and accommodation of the public, they shall inform such railroad corporation of the changes they deem proper," etc.

Chapter 28, Laws of the Twenty-second General Assembly, relating to transportation of freight, contains the following provisions against discrimination:

"Sec. 4. That it shall be unlawful for any common carrier, subject to the provisions of this Act, to make or give any preference or advantage to any particular person, company, firm, corporation or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation or locality, or any particular description of traffic, to any prejudice or disadvantage in any respect whatsoever," etc.

In the case of *Anten Jansen, Haverhill, vs. Chicago, Milwaukee and St. Paul Railway Company*, Commissioners' Report 1888, page 829, discrimination in elevator facilities, the Board held that "to give the exclusive right of shipping grain at any single point to a single shipper creates a monopoly, and is against public policy."



In Commissioners' report for 1889, page 1046, *W. W. Welles vs. Crooked Creek Railway Company*, the Commissioners find "The respondent company, in this case, has departed from its general business of a common carrier and become a coal merchant, and that it has extended to itself as such merchant ample facilities for unloading and storing coal; and that having so done, it is legally bound to extend equal facilities for the same to other dealers, who may ask it, and it is hereby ordered by the Commissioners that suitable and convenient grounds for building or buildings be set apart for complainant at the point selected on the 'pass tracks,' near its southern terminus, and that complainant be granted such facilities for transporting, handling and storing coal as are now enjoyed by respondent as a coal merchant, and which he is entitled to by law, and is in accordance with public policy."

In the decision of the complaint of *Sunny Hill Alliance vs. Chicago, Milwaukee & St. Paul Railway Company*, made October 3, 1890, refused to furnish site for coal house, the board held: "A railroad company having established the custom of granting privileges to coal dealers on its depot grounds, will have to grant the same privilege upon the same terms and conditions to all other shippers of coal, so long as it is within reason so to do."

In the complaint of *Parsons & Heath, of Galt, Iowa, vs. Burlington, Cedar Rapids & Northern Railway Company*, decided November 11, 1890, this Board held: "The awarding of undue amounts of siding to large dealers, in excess of their actual necessities, to the exclusion, frequently, of smaller shippers, is against public policy, and has a tendency to encourage monopoly and suppress competition. In the case in controversy, were the grounds or the siding all occupied, the Commissioners would feel it their duty to ask respondent to award to complainants any excess of grounds occupied by shippers above actual necessity for shipping purposes. The facts, however, in this instance, develops that there are two or three vacant places, either of which can be awarded complainants."

In *Audenried vs. Philadelphia & Reading Railroad Company*, 68 Pennsylvania 372, the Supreme Court enjoined respondent from allowing any other person or persons to use any part or parts of the said wharves for receiving and storing coal preparatory to the shipping of the same, while, and so long as the defendants omit to furnish the plaintiffs with similar facilities, in a due proportion as compared with those enjoyed by such other persons furnishing similar quantities of coal to the railroad company for shipment at that place and under the same regulations."

The right of the respondent to the control of its station grounds and sidings, and the leasing of the same, is subject to certain rights, which are due the public, and must be so regarded. Station facilities are for the use of the public as well as the carrier, and the latter cannot discriminate in granting privileges in the same. When the respondent granted to Messrs. Babbitt Bros. and M. J. Piehl, room on its side track for the purpose of erecting coal houses for receiving and storing coal, it established a precedent for others desiring the same privileges, and which it must follow in applications of a similar character. Hence its refusal to grant to the Winnebago Farmers' Alliance a site on its side track for a coal house after granting similar facilities to other parties is contrary to the decisions of the courts, a violation of the statute, an unjust discrimination against complainants and is against public policy.

It is the opinion of the commissioners that the complainants, the Winnebago County Farmers' Alliance have been unjustly dealt with, and discriminated

against in an illegal manner, it being refused facilities for unloading coal granted to others, and the respondent is so informed, and it is hereby ordered by the Board of Railroad Commissioners of Iowa, that respondent, the Minneapolis & St. Louis Railway Company, and the receiver of said company, within fifteen days from date, assign to complainants a suitable place on the side track of said company, at Forest City, south of the coal houses of said Babbitt Bros. and M. J. Piehl, for the erection of a coal house for receiving and unloading the coal of complainant, as prayed for in their petition.

*Des Moines, Iowa, February 25, 1891.*

GEORGE DOOLEY, NEWTON, IOWA,

vs.

IOWA CENTRAL RAILWAY COMPANY.

} Removal of switch.

Complaint filed December 24, 1890.

#### DECISION OF COMMISSIONERS

December 23, 1890, George Dooley filed his complaint to the Commissioners, stating that the Iowa Central Railway Company, some nine or ten years ago, agreed with him that if he would grade and furnish the ties that they would iron and put him in a switch at his stone quarry, located near the line of said railroad, about eight miles south of Newton. That in accordance with said agreement a switch was put in by the company, and operated until about September, 1890, at which time, without the consent of the complainant, the company tore it up, and took his ties away, and charging that the said company had a quarry of its own, and that it was discriminating against the complainant, as he thought, in the premises.

January 17, 1891, the company reply, saying that there was such a switch as claimed, known as the Dooley's switch, but claiming that very little or no business was done there. That the company had been requested by parties living near there, to move the switch in question to a point near Murphy, for the reason that it would accommodate the people better, and that the company would get much more business by so doing, and the company therefore moved the switch. It was also claimed on the part of the company that if Mr. Dooley furnished the ties, as claimed by him, that they had been in use nine or ten years, and were of no value when the switch was moved; that only one car of stone was shipped from there during the year 1889; and as to the company owning a stone quarry, they say: "We do not own a stone quarry, nor have we any interest whatever in a stone quarry on our line, further than to try and accommodate everyone, so that they will develop the business along our road. The only stone quarry we have where any business to speak of is done, is near Timber Creek, about three miles south of Marshalltown."

In answer to these claims on the part of the company, the complainant, under date of February 7, 1891, says that the ties in question were taken to Murphy and



used in the switch there; that the claims of the company as to shipments of rock are erroneous, and besides rock shipments there has every year been shipments of corn, oats and potatoes, reaching sometimes to the amount of fifteen cars a month, and that the removal of the switch seriously incommodes a large number of farmers, compelling them to haul their grain elsewhere, besides ruining the rock quarry of complainant, which he says is the best in Jasper county, and was developed at great expense, in view of facilities for shipping rock afforded by said switch.

February 10, 1891, Commissioners Campbell and Luke went to Murphy, and the place of the switch in question on Mr. Dooley's premises, where they met the complainant and others in his interest, and also the general manager and other officers of the respondent company, and a personal examination of the place was made by said Commissioners, and an investigation was had as to the facts bearing upon the merits of the controversy.

The Commissioners find that the complainant did the grading and furnished the ties for the switch in question as it was originally put in, but since that time an extension was made by the company for which it furnished the ties. That said switch is located about one-half a mile from the quarry in question, which was opened and worked before the respondent's road was built. That since said switch was put in, and up to within the last two years, a good many car loads of stone and quite a large number of car loads of grain and potatoes were shipped from that place, but that for the year 1888, but four (4) car loads of stone, and for the year 1889, but one car load of stone was shipped from there, and but very few car loads of anything else. That during all the time said switch was located at Dooley's, no stock yards, coal yards, or depot were located there, and no stores or buildings of any kind were erected there, not even a platform. The distance from Kilduff to Newton, between which stations said switch was located, is about ten miles. The switch at Dooley's was only about two miles from Kilduff. Murphy, where a new switch or side track has been put in by said company is about two miles north of the old switch at Dooley's. Murphy is at a highway crossing of respondent's railroad, and since a side track has been put in there a stock yard has been built, a platform erected and a store and post-office established there. It also as a station divides the distance more equally between Newton and Kilduff, and is more centrally located for the accommodation of the public, and in the opinion of the Commissioners the public interests will be and are better subserved by a station there than at Dooley's. The Commissioners do not, therefore, feel justified by the facts and circumstances of the case, in interfering or attempting to interfere with the action of said railroad company in the premises.

Of course, said company should compensate Mr. Dooley for the ties taken belonging to him, which the officers of said company have expressed their willingness to do, and if Mr. Dooley has any contract with said company, in relation to said switch, under which he has any legal claim upon the company for its continuance there, it is a matter of private right, which he can enforce in the courts, and in the matter of which the Commissioners have no jurisdiction.

*Des Moines, Iowa, February 25, 1891.*

DUFFUS & CORROUGH, MALCOM, IOWA,

VS.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

*Damage to goods in transit.*

Complaint filed January 6, 1891.

#### DECISION OF COMMISSIONERS.

January 5, 1891, Duffus & Corrough, of Malcom, Iowa, write the Commissioners, stating that on October 7, 1890, they received five stoves from Geneseo, Illinois, three of which they claim were broken when received; that they had applied to the respondent company for redress and had been refused recompense, and asking the assistance of the Commissioners in the matter.

Copy of the complaint was duly sent said company, and under date of January 16, 1891, reply was received, stating that "A careful investigation has been made of this matter and it is found that the stoves were not handled at all after they were loaded into the cars. They were found in the position in which they were loaded, showing that they had received no jolt that was calculated to move them from position. The break was in the bottom of the stoves. If the stoves were overthrown, as they were not, or jolted from position, as they were not, there would seem to be no explanation for this character of break that would fasten responsibility therefor upon the movement of the train. The fact is, as we learn, that the castings which broke were very light and were liable to break under ordinary handling. We must respectfully decline to entertain the claim."

The complainants in reply to this claim of the company, insist it is not correct, and still claim their damages, but as the facts are in dispute and the shipment in question is "inter-State," the Commissioners are unable, under the law, to render any effective assistance to the complainants, if, under the facts, they are entitled to any relief, and must leave them to seek redress in the courts.

*Des Moines, Iowa, February 25, 1891.*

JOSEPH DUNWOODIE, CYLINDER, IOWA,

VS.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

*Discrimination.*

Complaint filed January 7, 1891.

#### DECISION OF COMMISSIONERS.

On the 7th of January, 1891, the above complaint was filed, charging discrimination against said complainant by respondent refusing to stop its train, No. 4, at



Cylinder, as requested by him. Complainant purchased a ticket from Tyndall, South Dakota, to Spencer, Iowa, "knowing there was difficulty in getting trains No. 1 and 4 to stop at Cylinder," complainant says he inquired at Sanborn and was informed that "No. 4 would stop and the agent offered to sell me a ticket to Cylinder, but I did not purchase one." After passing Spencer, complainant paid his fare to Cylinder to the conductor, who informed him that the train did not stop at that place and who, after collecting the fares through the train, returned and offered to return the fare from Emmetsburg to Cylinder to complainant, which he refused to accept, and was carried by the latter place to Whittemore. The complainant avers that he was unjustly discriminated against in that the next evening respondent's train, No. 4, stopped at Cylinder and discharged a passenger, while refusing him.

Replying to the statement of complainant, General Manager Earling writes the Board, January 26th, "Trains No. 2 and 4 do not stop at Cylinder, except in case of emergency, and then only upon a special order to that effect."

February 20th, writing again, Mr. Earling says: "I have to say that application was made to the superintendent of that division, on several occasions, to have this train (No. 4) stop at that station, and it appears that the superintendent considered the cases of the applicants of sufficient importance to give a special order to have the train stop. The superintendents are expected to use their own judgment in such cases and stop trains when, in their opinion, it seems proper and necessary to do so."

Train No. 4, referred to, is a through fast train, and is billed on the time card as stopping only at the most important stations, in order to make better time. This regulation is one over which the Commissioners have no desire to interfere, as long as the public are not discriminated against unjustly and are furnished with reasonable facilities for transportation.

In this case complainant was aware of the rules of the company in this regard, and only purchased his ticket to Spencer. At that point he neglected to procure further transportation, and when informed by the conductor that the train would not stop at Cylinder, had due notice of the fact that no stop would be made at that station.

It is the opinion of the Board that complainant, having failed to comply with the rules of the company in obtaining permission to stop train at Cylinder, by said refusal to stop train was not unjustly discriminated against, and has no cause of action. Case dismissed.

*Des Moines, Iowa, March 25, 1891.*

CITIZENS OF OSBORNE, IOWA.

VS.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,

Petition filed January 9, 1891.

January 9, 1891, C. J. Cords and fifty-five other citizens of Osborne, Clayton county, petitioned the Commissioners to require respondent to erect and maintain

} Station facilities.

a station, with agent, at that point for the accommodation of the traveling public and the shippers of that section. They aver in that petition

"That at the time the branch road running from Turkey river stations to West Union, was constructed, it was understood by the company and the citizens who granted the right of way, that the company should build and maintain a depot and regular railroad station at Osborne. That after said road was constructed the said company did maintain a regular station and depot at Osborne, until November 23, 1880, when said depot building was destroyed by fire, and since that time the railroad company has neglected to keep and maintain a depot and station at said place. That a large number of passengers are inconvenienced by said failure to keep a depot at said place, as Osborne is the station where passengers for Elkader must take and leave the train, and a stage line from Elkader makes two trips daily to Osborne and return, and the State line from Strawberry Point makes one trip to Osborne and return daily.

That the people of Osborne and vicinity are greatly inconvenienced by the failure of said company to maintain a depot at said place as they must travel to other stations miles away to do their marketing and shipping, and the traveling public are also inconvenienced thereby.

Therefore the undersigned, including citizens of Osborne and vicinity, and travelers, commercial and others, respectfully ask that your honorable body take into consideration the facts herein stated, examine into the matter and require said C. M. & St. P. Ry. Co. to build and maintain a regular station at Osborne, if in your judgment the same is just."

January 12, a copy of the petition was sent respondent company, and February 3, General Manager Earling wrote the Board as follows:

"Replying to yours of January 12, the company will erect a suitable depot at Osborne, Iowa, early in the spring, and will employ an agent to keep it warm and attend to the wants of the passengers."

With these conditions complied with, the request of petitioners and wants of the public will be satisfied and complaint closed.

*Des Moines, Iowa, Feb. 5, 1891.*

CITIZENS OF NEW HARTFORD, IOWA,

VS.

DUBUQUE & SIOUX CITY RAILROAD CO.

} Closing of station.

Complaint filed January 12, 1891.

A petition, signed by J. L. Sprague and twenty-one other citizens of New Hartford, was filed with the Board January 12, 1891, reciting that "for the past ten years the respondent company has kept a man on duty at their station here at night for the purpose of keeping their ticket office and waiting room open for the passenger trains, arriving about 11 P. M. and 3 A. M., respectively, and also for delivering and receiving the mail. The said company have taken their night man off and closed the station at night, and we, the business men of this town, have



thereby been deprived of the benefits of the night mails, and the public at large of the benefits of a railway station at night, all of which is a very serious inconvenience, and against which we earnestly protest. We therefore petition your honorable body to use your influence with respondent company to have the night service re-established at this place."

On the same day the Secretary of the commission forwarded the complaint to General Manager Beck, who replied January 15, that the matter should have prompt attention.

January 21, General Manager Beck writes the Board: "Referring to your letter of January 12, enclosing the petition of business men of New Hartford, for the re-establishment of night service at our passenger depot, I beg to say that the depot was closed at night because it was thought that the business of New Hartford did not require that it should be kept open night and day. I learn, however, that upon a communication having been addressed to our Superintendent in Iowa, by the people of New Hartford, representing the importance to them of this night service, he ordered it re-established, so that I presume the matter is now satisfactorily adjusted.

The complainants, January 24, notify the Board of the re-opening of the depot for night service, and the case is, therefore, closed.

Des Moines, Iowa, January 27, 1891.

J. B. ROMANS, AND OTHERS, DENISON,  
IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAIL-  
WAY COMPANY AND CHICAGO & NORTH-  
WESTERN RAILWAY COMPANY.

*Lack of depot accommodations at  
Arion.*

Complaint filed December 11, 1890.

#### DECISION OF COMMISSIONERS.

December 10, 1890, J. B. Romans, of Denison, wrote the Commissioners, calling their attention to an alleged want of accommodations for passengers at the junction of the above mentioned roads at Arion, and stating in substance, that the station house there had a room only about 14x16 for passengers; that it contained a stove much too large for the size of the room; that the benches were not wide enough to set a water pail on, and so narrow as to be very uncomfortable to sit on; that there were frequently from twenty to twenty-five persons, men, women and children, there for two or three hours at a time waiting for trains, all having to be in the small room, the men chewing, spitting and at times smoking and using improper language, etc., and asking that the Commissioners fully investigate the matter and have the abuses complained of corrected and better accommodations furnished.

A copy of the complaint was duly sent the general manager of both of said companies.

December 17, 1890, A. J. Earling, general manager of the Chicago, Milwaukee & St. Paul Railway Company, wrote the Commissioners in reply, saying: "The depot at Arion is large enough to accommodate all the business of that station, and I see no necessity of a larger one at that place." December 29, 1890, J. M. Whitman, general manager of the Chicago & Northwestern Railway Company, replies, stating that he had given this complaint attention and did not believe it was founded on fact and says: "I am advised by the agent in charge of that station, that he has no knowledge of any great number of people remaining several hours as named. Occasionally the room is well filled between 3 and 4 P. M., but it is not a usual occurrence. The waiting room is eleven feet, two inches by fifteen feet, and contains seating capacity for eighteen persons. It is well warmed and kept reasonably clean, and the general average of people waiting at any time for a train, either on our line, the Chicago, Milwaukee & St. Paul Railway, or both, is reported to me as not varying from five to nine people. After giving the complaint of Mr. Romans attention, I am of the opinion that the building is suitable for the place and for the business transacted there."

Copies of the above were sent to the complainant, Mr. Romans, and under date of January 6, 1891, he replies in substance, reiterating the statements made in his first letter and says further: "I know what I am talking about when I say that Mr. Whitman is wrongly informed, and furthermore, if he or anybody else will visit the station and see the seats that are there and sit on them for three or four hours, if he is not tired, then I will miss my guess. And if he would like to take his wife and family there, and especially if his wife had a large baby to hold on her lap and sit on those seats and wait for the trains, if he would enjoy anything of that kind, then he is a different kind of a man from what I think he is. As to the number that always wait there I would not say that there were always twenty passengers, but I will say that often times there are a goodly number. They are all packed in this little room that Mr. Whitman describes, the men spitting, chewing and telling all kinds of vulgar stories. I know these things because I have been there and seen them."

In reply to this, under date of January 19, 1891, Mr. Whitman says: "As this is an out of the way place, I assume that whoever frequents the station building are passengers and therefore we cannot take any action in that particular. So far as the seats are concerned, I know of no reason why we should not make them comfortable, and I have taken the matter up with Mr. A. J. Earling, general manager of the Chicago, Milwaukee & St. Paul Railway, as the station building is under charge of that company, and have a letter of advice from him that he will substitute regular station settees in place of wooden benches. Further than this we cannot undertake any expense for the improvement of the building, as such expenditure is not warranted by the business done there."

The Commissioners fixed Tuesday, February 3, 1891, for a hearing of the matter, at Arion, of which the parties in interest were duly notified. On that date Commissioners Smith and Luke were at Arion for that purpose, and the complainant, Mr. Romans, not being able to be present, he with other parties and citizens of the vicinity, were represented by Mr. Charles K. Meyers, and the Chicago & Northwestern Railway Company by Mr. Hopkins, superintendent of Iowa division; and the Chicago, Milwaukee & St. Paul Railway Company by L. B. Beardsley, division superintendent.

The testimony of the following persons was taken on the part of complainants, namely, Charles K. Meyers, W. W. Cushman, M. Richards, George Ray, M. C.



Pain, Thomas Ray, W. R. Johnson, S. A. Buck, I. A. Goff, G. B. Collins, station agent; P. Z. McMahon, J. E. McMullen, G. R. McKnight and G. C. Hass. On the part of the respondent companies, the time tables and schedules showing the number and time of trains passing this station carrying passengers were submitted, and testimony showing the amount of business done at this station for several months last passed by each company.

The Commissioners, before mentioned, were at Arion about four hours, during which time several trains arrived at the station and they carefully examined the premises in question. From the evidence taken by them and personal examination made they find the material facts to be substantially as follows:

That the size of the waiting room for passengers is eleven by fifteen feet, as stated by Mr. Whitman; that since the complaint was made the benches have been removed and two regular station settees substituted, which, as arranged, have a seating capacity of only nine persons; that the stove used is a large one, and when heated to an ordinary degree, one-half or more of the persons occupying seats would be uncomfortable from too much heat, and if the door or windows should be left open for any considerable time the persons in the room would be apt to take cold by reason of the draught occasioned thereby; that tickets were sold at said station for the following number of passengers on said roads respectively, to-wit:

*For the Chicago & Northwestern Railway Company*—November, 1890, 216; December, 1890, 320; January, 1891, 330.

*For the Chicago, Milwaukee & St. Paul Railway Company*—November, 1890, 248; December, 1890, 311; January, 1891, 366.

Passenger receipts for said months by Chicago & Northwestern Railway Company, total, \$433.47.

Passenger receipts for said months by Chicago, Milwaukee & St. Paul Railway Company, total, \$552.83.

From January 8 to 27, 1891, inclusive, the average number of passengers daily at said station, according to a memorandum, kept by the witness, M. Richards, was twenty-eight. The evidence showed many passengers would take the train without buying tickets at said station.

Arion is in Crawford county, and about eight miles southwest of Denison, the county seat of said county on the Chicago & Northwestern Railway. Charter Oak, a town of several hundred inhabitants, is about twelve miles northwest of Arion on the Chicago, Milwaukee & St. Paul Railroad. Many people from Charter Oak and other places on the line of the Chicago, Milwaukee & St. Paul Railway, desiring to go to Denison or other places east on the line of the Chicago & North-Western Railway, have to wait, as trains now, and for some time past have run, about four hours at Arion. There is no other convenient place to wait for trains, except at the depot. No outhouse has been provided by said company that can be used at said station. The room for passengers was clean and appeared to be well kept. A notice in large letters was duly posted prohibiting smoking, and everything that could be well done to accommodate passengers in such a small room had apparently been done by the respondent companies.

The Commissioners are of the opinion, however, from all the facts and circumstances surrounding and in relation to the matter in question, that the said Chicago, Milwaukee & St. Paul Railway Company, and said Chicago & Northwestern Railway Company have not established, and are not now maintaining a suitable station house for the convenience of passengers desiring to transfer from one of said roads to the other.

The present station house was erected by said companies in compliance with an order of the commissioners made July 9, 1887, upon petition of many citizens of said Crawford county. At that time it was not supposed by the commissioners or many of the petitioners, as the commissioners believe, or the officers of said railway companies, that the business of said station would be as extensive as it has proven to be, and the order of the commissioners required only an inexpensive building. A change in the time of running trains, by which closer connections may be made, may also in the near future do away with the necessity for a larger passenger station house. For the present, therefore, it is the judgment of the commissioners that the following changes are reasonable and expedient, and should be made by said respondent companies, in said station house, namely: Remove the partition now separating the room for passengers from the one used as an office by the station agent, and make what is now such office a part of the room for use of passengers. Also place in said room, after it is so enlarged, additional station settees, similar to the ones now there for the use of passengers, and said respondent companies are hereby directed to make said changes and additions after having received notice of this order as by statute provided. As to an office for the agent, that can be made by taking a part of the room now used for freight and building a small addition to the latter room, if deemed necessary by said respondent companies.

A suitable outhouse should also be provided for the use of passengers. The commissioners are informed, however, that the respondent companies have voluntarily directed the erection of such a building, and consequently an order in relation thereto is not deemed necessary at this time.

*Des Moines, Iowa, February 11, 1891.*

O. W. CARPENTER, DEDHAM, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY CO.

Complaint filed January 22, 1891.

*Unsafe fencing and crossing.*

On the 22d of January, 1891, O. W. Carpenter, of Dedham, filed complaint against respondent company on account of defective gates and fencing on its right of way along complainant's line, and also for failure to repair and plank its crossing, which said complainant uses, which for the past year has been impassable for wagons.

The attention of respondent was called to complaint on day of filing, and General Manager Earling replied, January 31, as follows:

"I beg to say that the crossing referred to has not been used by Mr. Carpenter for several years, and assuming that he had no further use for it the section men neglected to keep it in repair. The gates, fence and crossing have been put in good condition, and will be kept so."

The complaint having been satisfactorily adjusted, by this prompt action of respondent, the case is closed.

*Des Moines, Iowa, February 5, 1891.*



CITIZENS OF BROWNS, HALE AND RIGGS,  
 vs.  
 CHICAGO, MILWAUKEE & ST. PAUL RAIL-  
 WAY COMPANY.

} Closing station.

Complaint filed January 19, 1891.

On the 19th of January, 1891, the Commissioners were in receipt of telegrams from P. J. Garvins and others, of Riggs and Hale, and petition numerously signed by citizens of Browns and vicinity, complaining that the station houses at these several points had been closed "without good and sufficient cause, thereby putting the public to great inconvenience and expense," the citizens of Browns averring that they were compelled to haul all of their grain and live stock to and receive all in freights at Charlotte, six miles distant, and asking the Commissioners to have stations re-opened at an early day.

January 20th, W. G. Collins, General Superintendent of respondent road, telegraphed the board: "Our agent at Riggs resigned, giving us thirty-six hours' notice of his intention to resign. We sent a competent man to take his place, but the people at Riggs refused to furnish the new man food or shelter, and notified him to leave town within a certain time under threats of personal violence, if he didn't leave. We are ready to re-open the station whenever our agent can be permitted to discharge his duties peaceably and without fear of violence from the town's people, and be furnished food and shelter. The agent at Hale also resigned, and on account of the terrorism and intimidation existing at Riggs and Browns, new men could not be persuaded to go there. We expect to re-open Hale to-night."

The citizens of Browns, replying to the above charge, say: "The above railroad company has been doing a business that would average at least \$400 a month, at this place, and they have no excuse for closing the station, except the flimsy pretense that the citizens will not permit a man to remain here in charge of the station unmolested, a falsehood, which we can refute by the testimony of all reliable residents of this vicinity, no indignity whatever having been offered to any man who has been placed in charge of the station."

January 27th the Commissioners sent the following telegram to General Manager Earling:

"Have the stations of Browns, Riggs and Hale been re-opened? Please answer.  
 By order of the Board.

A. W. AINSWORTH, Secretary.

CHICAGO, January 27, 1891.

W. W. AINSWORTH, Secretary:

All the stations mentioned in your telegram were opened last week.

A. J. EARLING, Manager.

The complaint of the petitioners having been satisfactorily adjusted by the re-opening of the above stations, case is closed.

*Des Moines, Iowa, January 28, 1891.*

A. B. SNYDER, ET AL., SPAULDING, IOWA,  
 vs.  
 CHICAGO, BURLINGTON & QUINCY RY CO.

} Station facilities.

Complaint filed February 20th, 1891.

#### DECISION OF COMMISSIONERS.

On the 20th day of February, 1891, A. B. Snyder, W. G. Downs, D. F. Busby, W. F. Spore and sixty-seven other citizens of Spaulding and vicinity, living on the Creston branch of the Chicago, Burlington & Quincy Railroad, filed a complaint against respondent, with the railroad commissioners, for failure to keep open and maintain a station house at Spaulding, averring in said petition, among other things that

"This station is on the Creston and northern branch of the C. B. & Q. R. R., eight miles north of Creston and six miles south of Orient. A large district of excellent farming country surrounds this station. When the road was built, in 1878, the railroad agreed to build a good depot, provided the people would raise money enough to pay for right of way through the township. The right of way was paid for and the depot built. Said depot was closed against the public and has so remained constantly for twelve years, the railroad neglecting and refusing to keep an agent or even have the depot opened at train time for the accommodation of the public. The depot is a good one and is occupied as a residence by the section foreman. People are obliged to seek shelter in private houses, to the great annoyance of the citizens of the village.

"There has been more than 200,000 bushels of grain shipped from this station in a single year and there has been 150 cars of farm products shipped from this point on an average per year since the road was built, and we confidently believe this amount would be largely increased but for the inconvenience put upon the people and the substantive discrimination tending to force the business to Creston on the one side and Orient on the other. Parties shipping stock from this station are compelled to go to Creston to bill the same. Freight shipped to this place must be prepaid; it is then billed to Orient and set out at Spaulding, provided the conductor does not forget it or is not in a hurry, in which case it is set out at Orient and brought back on the return. Parties expecting freight matter are obliged to attend the trains from day to day to receive it. There are about 40 cars of coal per annum received at this place which would be largely increased with proper accommodations. We believe the amount of coal, lumber, rock, household goods, farm machinery and merchandise of various kinds received at this place would be greatly increased should the company be prevailed upon to establish an agent here, perform its part of the original agreement and do this simple act of justice long delayed."

A copy of complaint was at once forwarded to respondent, and on March 20th, General Manager Miller replied, acknowledging receipt of same and that the same should have prompt attention.

April 10th, J. W. Blythe, General Solicitor, wrote the board enclosing statement of J. D. Spaulding, D. T. Griffing, A. Hartman and W. M. Scott, citizens of Spaulding and vicinity, giving reasons why they think the facilities at Spaulding are all that are demanded by the business of that station. Mr. Blythe adds: "It is our intention to give every station along our line the best possible facilities consistent with the amount of business done, and the return therefrom to this company."



"I, J. W. Spaulding, do hereby certify and state that I am, and have been for the last twenty-four years, living at Spaulding, having resided there long before the Creston & Northern railroad was located. Since the railroad has been established and in operation I believe I have been the largest shipper, and I do hereby declare, that in my opinion there is now less need of a station agent at Spaulding than ever before, for the reason that the shipments last year and up to date the present year have been less than ever before."

D. T. Griffing and A. Hartman agree with the statement of Mr. Spaulding, and state, "There is less need of a station agent at Spaulding now than ever before, on account of reduced shipments."

W. M. Scott made the following statement.

"CRESTON, IOWA, April 4, 1891.

"I have been a grain and stock shipper from Spaulding station continuously since the opening of the road, and have never suffered any particular inconvenience for the lack of an agent at that point. I think there is less demand for an agent there now than there might have been in times past, when grain and stock were largely in excess of the present supply."

Replying to the above, A. B. Snyder, for petitioner, says, under date of April 18, 1891:

"Mr. Spaulding states that he is the largest shipper from this place. We understand a shipper to be one who ships his own produce or buys and sells stock or grain. Said Spaulding has bought grain for Scott, on commission, until the last four years, and since that time has bought very little for himself or anyone else—bought no stock to ship. His hay crop for 1890 was sold to the railroad company here on track. He thinks there is less need of an agent now than formerly. For the conveniences of the station we need an agent now just as bad as we ever did. The shipments at present are a little lighter than common, due to the destroying of the crops in this township by a hail storm last August. Griffing states that he shipped (32) thirty-two cars in 1890. Part of that grain was for Scott, and part for F. J. Taylor of Creston, but was weighed by Griffing. Griffing has been living on and farming Spaulding's land. He signed the petition, but for some unknown reason changed his mind, and says he sent word to you to cancel his name. Mr. Hartman states that he has lived in Spaulding for the last (15) fifteen years. He also signed the petition. He has lived on his land, (2) two miles west of this place, until the 1st of March, 1891, when he moved into part of Mr. Spaulding's house, and is now working for Spaulding by the month, excepting (1) one year, when he rented the store and boarded, his family remaining on the farm. Mr. Scott is a Chicago, Burlington and Quincy man; resides in Creston. The reason why he had no trouble in shipping from this place is explained by the fact that he could order cars from the office in Creston and bill the same when they were sent there. He tore down and removed his cribs about (4) years ago; since that time he has done but little shipping from this point."

The commission visited Spaulding May 26th, and met a large number of the citizens of Spaulding and the surrounding country, examined the station house and surroundings, heard the statement of complainants, took the testimony of a number of witnesses on both sides of the case, respondents being represented by Superintendent C. G. Wilson, Assistant-Superintendent Duggan and Division-Freight-Agent Bechtel.

Spaulding is a village of ten or a dozen dwellings, a store, grain houses, stock yards, a good sized depot building, is in the midst of a fertile and productive farming country, is seven miles north from Creston, six miles south of Orient, ten

miles west of Afton, and accommodates a large section of country as a shipping point.

From the testimony of A. M. Palmer, J. M. McGuffie, Thos. Haley, W. G. Downs, J. C. Pierce, Jno. Donnelson, A. Johnson, Wm. Wilson, A. J. Snyder, and Jas. Norton, it was developed that when the Creston & Northern Railroad was built through the township in which Spaulding is located, some fifteen years since, the projectors of the road, who were recognized to be in the interest of the Chicago, Burlington & Quincy Company, agreed with the citizens that if they would give the right of way through the township the company would establish and maintain a depot at Spaulding. That a subscription was raised, complainants giving various sums from \$5 up, to secure said right of way, which was purchased and given to the Creston & Northern Company on the express agreement that a depot be established at Spaulding. That the station was located, a commodious depot building erected as agreed, that said depot building was never opened to the public, but has been closed against them ever since, that it is at present occupied by the section foreman as a dwelling, and the traveling public have no station accommodations whatever; no shelter from the storm, no place to warm in winter, no agent to sell tickets, no place to wait for trains, but are compelled to resort to the village store, two hundred feet from the station, and are sometimes left behind by the trains, which are irregular, and touch at the station but a short time.

It was in testimony further, that shippers are very much inconvenienced in ordering cars, having frequently to drive to Creston to secure them, and being delayed in receiving. That all shipments out, are billed from Creston, and shipments in, billed to Orient, and that the public are greatly inconvenienced thereby. That freight unloaded is exposed to damage and loss for want of a station and agent to receive the same. That the facilities for watering stock are very inadequate, no water being found in the well in the stock yards, and parties having to carry water a distance to water their stock in hot weather. That the decline in business the past year or two was caused by a severe hail storm and short crops, and that the business, in part, shipped out of Spaulding station since October last has been 2,740 hogs, and 350 head of cattle, besides hay, potatoes, etc., and stone, lumber, coal, etc., shipped in. That the business of the station would be materially increased if the facilities for shipping were such as are usually afforded.

The respondent introduced testimony to show that the public are reasonably well served at Spaulding; that there is no difficulty in securing cars, that persons waiting for trains were accommodated by the family living in the station house, that the business of the station did not justify the keeping of an agent.

An effort of complainants to secure the testimony of Hartman and Griffing was unsuccessful. Miss Flora Pierce testified that she lived with Mr. Hoke, section foreman, from July to September, 1890; that on the arrival of trains the wife of the foreman closed and locked the doors against persons arriving on the train.

The section foreman, Mr. Hoke, explained that this was only done during the sickness of his wife, or while some one of the family was dressing; that the house was open to any who might ask shelter, the same as any other private dwelling.

Section 3, chapter 77 of the acts of the Seventeenth General Assembly, contains the following, pertinent to this case: "Whenever in the judgment of the Railroad Commissioners, it shall appear that any railroad corporation fails in any respect or particular to comply with the terms of its charter, or the laws of the State, or whenever in their judgment any repairs are necessary upon its road, or any addition to its rolling stock, or any addition to or change of its stations or



station house, said Railroad Commissioners shall inform such railroad corporation of the improvements and changes which they adjudge to be proper, by a notice thereof in writing, to be served by leaving a copy thereof certified by the Commissioners' clerk, with any station agent, clerk, treasurer or any director of said corporation, and a report of the proceedings shall be included in the annual report of the Commissioners to the legislature."

The Commissioners are convinced from the facts elicited at the examination, and from personal observation, that the station facilities afforded the public at Spaulding by respondent are not such as their obligations as common carriers and their duties to the public demand. That the company should erect a commodious station building for the public use and accommodation, and then close it against them for a period of fifteen years and use the same as a private dwelling for the section foreman, while the traveling public were left to shift for themselves, is indeed remarkable.

It is the opinion of the commission that the public at Spaulding are entitled to better treatment, and the respondent, the Chicago, Burlington & Quincy Railroad Company is hereby informed that the security, convenience and accommodation of the public require better station facilities at Spaulding, and respondent is hereby required, within thirty days, to either re-open the station house at Spaulding for the public use, or build an additional room adjoining the present depot, sufficiently commodious, to be kept open, warmed and lighted a reasonable time before the arrival and departure of trains as required by law.

*Des Moines, Iowa, June 18, 1891.*

PHIL WAGNER, DES MOINES, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY  
COMPANY.

} Overcharge.

Complaint filed January 22, 1891.

On the 22d of January, 1891, Phil Wagner, of Des Moines, appeared before the commission and entered complaint against respondent company for overcharge on two car loads of "emigrant movables," shipped from Norway to Des Moines October 30, 1890. The complainant avers that he contracted with the agent at Norway to ship the goods as "emigrant movables," at the rate of \$19.56 per car, that being the Iowa Commissioners' rate for that distance, one hundred and thirty miles, on "emigrant movables;" that the cars were so billed and shipped; that on the arrival at point of destination the agent at Des Moines claimed error in rate charged and corrected the bills to \$22.20 per car, claiming the agent at Norway did not give the right rate, that the goods should have been billed as household goods, and at a higher rate.

An examination of the paper in the case convinced the Commissioners that the original billing was correct, and the company was so notified.

On February 28, 1891, General Freight Agent McCullough replied: "The overcharge on this shipment appears to have been on account of a clerical error

Norway station. We will be pleased to order voucher on return of all the papers."

Complaint has been satisfactorily adjusted by payment of said voucher and case closed.

*Des Moines, Iowa, March 26, 1891.*

CITIZENS OF KNIFFIN, IOWA, AND  
VICINITY.

vs.

CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY COMPANY.

} Application for additional station facilities.

Petition filed February 3, 1891.

#### DECISION OF COMMISSIONERS.

Under date of February 2, 1891, a communication was addressed to the Commissioners from C. P. Whittemore, of Kniffin, Wayne county, Iowa, asking certain questions and making the following statements, to-wit: "When the south-west division of the Chicago, Rock Island & Pacific was built through here, they obtained from Howell Albertson and A. W. Sharp a free right of way through their land on condition that they should maintain a flag station at Kniffin and take passengers on or allow them to get off one train each way per day. For several years the passenger trains each way were stopped in the day time to take on or let off passengers, but in the course of time the railroad put in the station of Harvard, about four miles west of Kniffin, since which time they have generally refused to take or let off passengers from passenger trains, although frequently asked to do so. They keep a notice posted in their office here that they do not wish to take passengers on freight trains, and it is a fact that their agents represented to Sharp and Albertson that the passenger train was to be stopped. The railroad company pay an agent at Kniffin, and have a switch here, and we ask that they build a small station house and take on and let off passengers on passenger trains in the day time, when flagged."

About April 20, 1891, the Commissioners received the following petition in relation to said matter:

KNIFFIN, WAYNE COUNTY, IOWA, April 6, 1891.

We, the undersigned residents in the vicinity of Kniffin, would respectfully represent to the Honorable Railroad Commissioners that we have been much discommoded by the withdrawal of the privilege of riding to and from this station on day passenger trains. Wherefore we ask you to give the complaint of C. P. Whittemore due consideration and grant us the relief therein asked for.

Signed by E. W. Gump, D. M. Dougherty, Wm. Howarter and over forty other persons.

The matter was duly presented to officers of said company, and under date of April 30, 1891, Thomas S. Wright, general attorney for respondent, replied as follows:



"Referring to the complaint of C. P. Whittemore, of Kniffin, the reply of this company is as follows: There is a ticket agent at that station whose salary is ten dollars per month, and who never sells tickets enough to pay the salary. Local freight trains 47 and 48 stop at the station. Passenger trains have not been stopped there; there is no agreement to maintain a flag station and take passengers on or allow them to get off. The old Chicago & Southwestern Railroad Company seems to have made an agreement with one Sharp, that if he and others would procure blank miles right of way through Walnut and Jackson townships in Wayne county, the company would locate and maintain a flag station near Kniffin. This document was never acknowledged, and the present company never had any legal notice of any such agreement, and it now has a station at Harvard, only a short distance away. There is really no good reason why the request of the petitioners should be granted, and this matter has been up spasmodically for a number of years."

To this Mr. Whittemore replied as follows:

KNIFFIN, IOWA, May 9, 1891.

To the Honorable Board of Railroad Commissioners:

GENTLEMEN: In the matter of passenger facilities furnished by the Chicago, Rock Island & Pacific Railroad at this place:

First. The Chicago, Rock Island & Pacific is the successor of the Chicago & Southwestern railroad. Common report says the Chicago, Rock Island & Pacific railroad acquired possession of this road by the foreclosure of a mortgage in the United States court, the records of which are so distant from this place that we cannot at present examine them.

We claim the Chicago, Rock Island & Pacific could not by any foreclosure acquire any larger interest in any real estate than was owned by the Chicago & Southwestern. We submit herewith copies of two agreements under which the Chicago & Southwestern acquired real estate from one Sharp, Albertson and others (marked Exhibits A and B), and upon careful examination of the Wayne county records we cannot find that the Chicago & Southwestern, or any other railroad company, has ever had any title to lands owned by said Albertson & Sharp, excepting that covered by this agreement. We claim, however, if Albertson & Sharp ever gave any deed to said right of way, the consideration of said deed was a perpetual station at Kniffin. If any such deed was ever given, we suppose it is in the possession of the Chicago, Rock Island & Pacific railroad. We cannot find it has ever been recorded, and we ask the Chicago, Rock Island to present the deed before the railroad commissioners.

We claim, and are ready to prove by a "cloud of witnesses," that the Chicago & Southwestern, while they held possession of this railroad, and the Chicago, Rock Island & Pacific for a certain time after they came in possession of the railroad, fulfilled their part of this agreement (B) by stopping day passenger trains at Kniffin whenever there were passengers to get on or off, and that according to the answer of the Chicago, Rock Island & Pacific, "this matter has been up spasmodically for a number of years," it is well shown that the citizens and parties here interested have never consented to any change in the obligations of the railroad; but, on the other hand, have continually demanded the accommodations agreed upon.

The railroad at some no distant time has caused to be removed from the private house used here by their agent the notice which stated they do not wish to carry passengers on freight trains, etc., but they have not given us the privilege of riding on passenger trains.

The following freight trains, when they are annulled, as has been frequently the case with some of them in the past, take passengers to points not more than three to six stations from Kniffin:

East bound, train 48, 10:45 A. M. West, train 43, 6:50 A. M., seldom runs; train 47, 10:45 A. M.

The company sell tickets as far as they allow persons to ride on these trains, but through passengers must go to some other station, and wait for some other train; or, when coming here, must stop off at some other station and wait the uncertain movement of freight trains and incur hotel bills, and when in haste, livery bills, that seem to us perfectly needless.

The nearest stations to Kniffin in either direction, by public highway, are four miles or more, and must be nearly the same by railroad, and the territory that would be accommodated would be at least three miles wide by seven or eight long, and this territory is all occupied by thrifty farmers, there being no unimproved land in this vicinity. Kniffin now has

only one store and three or four dwelling houses, a church and school house; but before the railroad company refused to take passengers or grant us any accommodations there were two small stores, a blacksmith and wagon shop and other dwelling houses.

There are several thousand bushels of corn and oats shipped from here each year, but the cars have been billed from Seymour, and therefore the freight is credited to that place; and as all tickets to a distance must be bought at other stations, we submit it is not strange the receipts of this office are not large, and we suggest that if the company had refused all business whatever at this point, they would have taken in nothing here, and could have said this office did not pay anything, and therefore "we had no rights" a railroad company were bound to respect.

As near as we can learn, this office, when the passenger trains stopped here, sold in six months about \$225 worth of tickets, and when they refused to take passengers on the passenger trains it fell to about \$60 in six months. We learn, however, that there were shipped from here and to here goods and grain, in the last two months, the freight on which came to over \$400, but the freight was paid elsewhere, and not credited to this station. As near as we can find out, there were in the vicinity of one hundred cars of grain sent from here in the year ending March 1, 1891, the freight on which was about \$45 per car, besides which there were large quantities of produce shipped and considerable goods received, so the actual income from this office in the last year must have been over \$400 per month.

We contend that according to this showing we are justly entitled to a small station house and the privilege of getting off and on passenger trains in the day time when we so desire.

We ask for nothing but simple justice, and we contend that it is as much for the interest of the railroad as for ours to grant this request, for we suppose they are here to carry freight and passengers for those who wish to send and have money to pay.

Believing our cause is before an impartial tribunal, we rest for this time.

(Signed.)

C. P. WHITTEMORE.

The agreements referred to in Mr. Whittemore's communication as Exhibits A and B are as follows:

*Miscellaneous records of Wayne county Iowa, Book 3, page 86. In the District Court of the State of Iowa, in and for Wayne county. March term, 1873.*

THE CHICAGO & SOUTHWESTERN RAILROAD COMPANY,  
Plaintiffs,

vs.

H. E. EVANS, J. C. COX, WM. WADE, H. S. ROGERS, ELIZABETH ALBERTSON, S. H. ALBERTSON AND H. A. SHARP, Defendants.

#### AGREEMENT.

It is agreed in the above cause that Hiram Evans shall pay to Elizabeth and S. H. Albertson the sum of fifty dollars, and to A. W. Sharp fifty dollars for the right of way as claimed by the plaintiff against said defendants, and shall pay all costs and attorney's fees for said defendants, and shall, and does hereby agree that the flag station at Kniffin shall be perpetually maintained by said company. Plaintiff herein, as per the agreement with said company and said defendant through said Evans as their agent, and so as to be useful to said defendants, and allow them to flag one train per each way east and west in the day time. That said cause shall be struck from the docket at the cost of said Hiram Evans, unless paid by him before the 17th day of March, 1873. That defendants are to make the deed for the right of way to plaintiffs and place them in the hands of H. Evans, as the consideration of this contract on his part, dated December 31, 1872.

(Signed.)

HIRAM EVANS,  
A. W. SHARP,  
S. H. ALBERTSON.



"I, J. N. McClanahan, do hereby certify that the above and foregoing is a true and correct copy of the original contract made by me December 31, 1872, between the parties therein named, that the original was, by agreement of parties, left in my hands for safe keeping, that A. W. Sharp, one of said parties, has requested a certified copy thereof, that I have furnished him therewith, duly certified, this February 25, 1874.

(Signed)

J. N. McCLANAHAN.

STATE OF IOWA, } ss.  
Wayne county.

I, O. B. Sutton, Recorder of Wayne county, Iowa, do hereby certify that the foregoing is a full and correct copy of agreement, as it appears of record in book 3, page 86, Miscellaneous Records of aforesaid county.

O. B. SUTTON, Recorder.

Dated May 7, 1891.

[Miscellaneous Record, Wayne County, Iowa, Book No. 1, page 263.]

In consideration of the fact that A. W. Sharp and others shall or may procure ..... miles of right of way for the Chicago & Southwestern railroad through Walnut and Jackson townships, Wayne county, Iowa, the Chicago & Southwestern Railway Company will locate and maintain a flag station on said railroad at or near Kniffin, in said county.

Witness my hand this 30th day of November, 1870.

(Signed.)

CHICAGO & SOUTHWESTERN RAILWAY COMPANY.

By H. M. ALLER.

G. NELSON, Recorder.

Filed for record March 22, 1876, at 11:50 P. M.

STATE OF IOWA, } ss.  
WAYNE COUNTY.

I, O. B. Sutton, recorder of Wayne county, do hereby certify that the within is a full and correct copy of contract between Chicago & Southwestern Railroad Company with A. W. Sharp and others, as it appears of record, Book 1, page 263, Miscellaneous, of said county.

O. B. SUTTON, Recorder.

Dated May 7, 1891.

At the request of the attorney of respondent, copies of said alleged agreements were forwarded to him, and under date of May 26, 1891, he wrote the board as follows, to-wit:

Referring again to the complaint touching the station of Kniffin, I respectfully report the result of my investigations.

I find in the first place that Kniffin is located between the stations of Harvard and Seymour, on a line of this road, said stations being only eight miles apart.

In the next place, it seems that when the Chicago & Southwestern Railroad Company started what is now the southwestern branch of the Chicago, Rock Island & Pacific Railroad Company's line, there was an agreement, or rather two agreements, in some way fixing a flag station at Kniffin. One agreement appears to have been made with Herman Evans, A. W. Sharp and S. H. Albertson, and provided for a flag station at Kniffin, and for the right to flag one train per day each way, east and west, in the day time. The other agreement provided that the Chicago & Southwestern will locate and maintain a flag station on said railroad at or near Kniffin, in said county. The first agreement was not signed by the railroad company, nor by any person purporting to represent it. The second purports to be signed in the name of the Chicago & Southwestern Railroad Company, by H. M. Aller; who he was, does not appear. Neither agreement was acknowledged, and hence neither was entitled to record so as to constitute record thereof, notice.

In the third place, I find that Kniffin never has been a freight billing station.

The board will discover that the alleged agreements, even if they were binding, which they are not, upon the Chicago, Rock Island & Pacific Railroad Company, do not, in terms, require

the stopping of passenger trains, and do so, in terms, limit the obligation of the Southwestern Company to maintaining Kniffin as a flag station only; in fact, an examination of the two alleged contracts filed with the board will disclose the fact that they are but parts of one contract, and when read together they amount only to an agreement on the part of the Southwestern Company (if they amount to an agreement at all) to maintain Kniffin as a flag station for the stopping of one train each way per day, in the day time.

I find, as a matter of fact, freight, although not billed to or from Kniffin, is delivered to and taken from that point, opportunity thereby being offered to persons living in the vicinity to load and unload at the side track located at this point.

For the year ending April 30, 1891, I find that the passenger business for that station, if it may be so called, was \$57.92. That in 1879 this company, desirous of shortening the time of its trains, took out of its schedule Kniffin as a stopping point for passenger trains; that for the year ending with the date at which this was done, the passenger business of that station amounted, all told, to only \$236.83.

If there were not, and never had been any side track, or anything in the nature of a station, at Kniffin, it is respectfully submitted that the board would not order this company to locate a station upon a line between two stations only eight miles apart.

The passenger business of this station, when accommodations were offered such as the complaint now asks for, did not afford, as its whole gross revenue, enough money to pay the salary of the lowest class agent. The business, freight and passenger, growing out of the territory lying between the stations of Harvard and Seymour, and north and south of the eight miles intermediate between these stations, is reasonably accommodated at those points. It is not the policy of the law to require railroad companies to multiply stations, thereby multiplying stops, and reduce, by such stops, the speed of trains, or rather increasing the length of time necessary to go over the road. Within the limits of reasonable accommodation to the public, the theory of the law is to encourage speedy transportation, both of freight and passengers, a purpose that would be defeated if stops were unduly multiplied. There is no more reason why a station should be maintained between Harvard and Seymour than would apply to any other point upon the line of this company's road between stations six or seven miles apart.

Beyond the obligation therefor, if any which grows out of the alleged agreements, there is no duty resting upon us to have a station at Kniffin. Whatever obligation there is in these agreements is more than observed now.

We respectfully submit, therefore, that no order should be made in the premises.

(Signed.)

Yours truly,

THOMAS S. WRIGHT,  
General Attorney.

To which Mr. Whittemore again replied at length, under date of June 6, 1891, but enough has already been set forth to show fully the positions taken by the respective parties before the Board.

August 27, 1891, the Commissioners went to Kniffin, to view the location and investigate the matter, of which due notice had been given the parties.

Quite a large number of persons were examined as witnesses at the hearing before the Commissioners, and they found the facts to be substantially as follows: That Kniffin is the only station or stopping place on respondent's road between Seymour and Harvard, a distance of about nine miles; that Harvard was established as a station some considerable time after Kniffin was treated as a station to a certain extent by the respondent company; that Kniffin is about five miles from Seymour, on the east, and about four miles from Harvard, on the west, and that Breda, the nearest station on any other railroad, is about five miles southwest of Kniffin, and Promise City is about seven miles northeast; that there is now, and for many years last past has been, one general store at Kniffin, doing a fair business, and also a post office, and the place is surrounded by a thickly-settled and productive farming country; that the alleged agreement as to a flag station at Kniffin was made substantially as alleged by the complainants, and that the respondent company for several years after it took possession and operated said railroad, treated Kniffin as such flag station; that as the freight trains now run



upon respondent's road they furnish very little accommodation to the travelling public, or people living in the vicinity of Kniffin; and that the facilities for travel now furnished by the respondent company are not such as the people there are fairly entitled to under all the circumstances of the case.

The Commissioners do not desire to be understood as passing in any way upon the legal questions involved in the matter of the arrangement hereinbefore referred to, but the same and the issues arising thereon have been set forth somewhat at length for the purpose of showing one of the many instances in which such matters are brought before the Board.

Independent of said alleged agreement, it is the judgment of the Commissioners that it is reasonable and expedient in order to promote the security, convenience and accommodation of the public, that the respondent, the Chicago, Rock Island and Pacific Railway Company, should erect at Kniffin a small station house for the accommodation of the travelling public, and stop on being flagged, one passenger train each way daily, and the respondent company is hereby so informed and is hereby required to erect such station house withing sixty days from the date hereof, and arrange as soon as practicable to stop at said station passenger trains as above directed.

*Des Moines, Iowa, September 25, 1891.*

CHAS. YOUNG, TAINTOR, IOWA,

vs.

IOWA CENTRAL RAILWAY COMPANY.

} Overcharge.

Complaint filed February 24, 1891.

The complainant, January 7, 1891, shipped over respondent's road, a car of emigrant movables from Taintor, Iowa, to Swan Creek, Illinois. A charge of \$55.16 was made on said shipment, which complainant thinks is excessive. Though an inter-State case, the Commissioners took the matter up and asked respondent to look into the case, and March 25th, A. F. Banks, general freight agent, replies, acknowledging overcharge on the shipment of five cents per hundred pounds, on account of failure or neglect of their agent to take release as required by the rules of the company. Mr. Ackert, general manager, writes the Board on March 26th, that overcharge will be refunded. Case closed.

*Des Moines, Iowa, March 27, 1891.*

JOSEPH HOLMES, MARSHALLTOWN, IA.,

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

} Overcharge.

Complaint filed February 28, 1891.

February 28, 1891, Joseph Holmes, of Marshalltown, Iowa, complained of overcharge of \$60.00 on three cars of apples, shipped from Denton, Kansas, to De Kalb, Missouri. Complainant avers that he contracted with J. S. Nichols, agent of the Chicago, Rock Island & Pacific Railway Company, at St. Joseph, Missouri, for shipment of several cars of apples to Marshalltown, from Missouri and Kansas points, at a rate of sixteen cents per hundred on bulk apples; that he purchased and shipped three car loads under such an agreement as to rates, but that on delivery of same at Marshalltown the Chicago & Northwestern Railway Company claimed \$60.00 additional freight.

Though an inter-State case, and not within the jurisdiction of this Board, the matter was presented to respondent company by the commission, and a satisfactory settlement made, which complainant acknowledges in a letter of March 19, 1891. Case closed.

*Des Moines, Iowa, March 27, 1891.*

OTTUMWA IRON WORKS, OTTUMWA, IA.,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

} Switching charges.

Complaint filed March 10, 1891.

On the 10th of March, 1891, complainant filed with the commission three expense bills for switching eight cars of coal from the connecting track of the Chicago, Burlington & Quincy Railroad to the Ottumwa Iron Works, on which a switching charge of \$16.00 was made, or \$2.00 per car. Complainant averred that the distance is less than half a mile, and that under the rule established by the Iowa commission, charge would only be one dollar a car.

The respondent was notified of the complaint, and replying, April 24th, by Mr. T. S. Wright, general attorney, says: "I am instructed to say that the distance by actual measurement, from connecting track of the Chicago, Burlington & Quincy, to the side track at Ottumwa Iron Works, is over one and one-half miles, instead of less than half a mile as stated in the complaint, and for this reason the charge of two dollars is made."

Replying to the above, June 3d, the complainant says: "We have not thought it best to do anything more in the case. The Rock Island railroad has two switches on their road connecting with Chicago, Burlington & Quincy, one



within half a mile, and one a mile and a half, as Mr. Wright says, each available for handling our cars. But the Chicago, Burlington & Quincy, at present, does the switching necessary to place our coal within two or three hundred feet of our works. While they do that we shall not call on the Chicago, Rock Island & Pacific to do much switching; they would claim that they used the mile and a half switch, and as it is not now a practical question of value, we will let it rest."

There being a conflict in the testimony regarding the distance necessary to do the switching in this case, and complainant declining to proceed further in the matter the case is closed.

*Des Moines, Iowa, June 18, 1891.*

CITIZENS OF ROCKWELL CITY, AND OTHERS,

VS.

CHICAGO & NORTHWESTERN RAILWAY CO.  
AND DES MOINES & NORTHWESTERN RAILWAY CO.

*Application for depot at crossing near Lohrville.*

Petition filed April 10, 1891.

#### DECISION OF COMMISSIONERS.

April 10, 1891, the following petition was filed with the board:

*"To the Honorable Board of Railroad Commissioners:*

We, the undersigned citizens and residents of Rockwell City and vicinity do hereby respectfully ask your honorable board to have established a depot at the crossing of the Chicago & Northwestern Railroad with the Des Moines & Northwestern Railroad, near Lohrville, as the same will be of great convenience to our citizens and the public at large. This is made necessary on account of the advanced rates on the Des Moines and Northwestern. Respectfully submitted."

Signed by E. C. Stevenson and about sixty-five others, and about the 18th of the same month another similar petition was received from the citizens of Jolley and vicinity.

Copies of these petitions were duly sent to each of said railway companies and in reply J. M. Whitman, general manager of the C. & N. W. R'y Co., under date of May 13, 1891, says:

"I think it is not necessary for me to say more than that the establishment of a station at this crossing would bring two stations on this company's line within one-half mile of each other, and that there is no business necessity for any station at this crossing, nor is it necessary for the accommodation of the public."

No answer was filed on the part of the Des Moines & Northwestern Railway Company.

May 12, 1891, the board received the following remonstrance from the citizens of Lohrville against the ordering of a depot at said crossing, to-wit:

"We, the undersigned, understand that there is a movement on foot to establish a station at the crossing of the Chicago & Northwestern Railway and the Des Moines

& Northwestern Railway, at their junction east of Lohrville. We wish to express ourselves perfectly satisfied with the station facilities, as now furnished by the C. & N. W. R'y at Lohrville, and see no benefit to our citizens to be gained by the establishment of such station at the crossings. As the transfer business between the two roads is very light, and the passenger train connections are not at all close, we do not think it would be desirable for the traveling public to be left at such depot as might be erected at the crossing, but think it much better that people going from one road to the other should remain in the town, where the station is already established. We therefore protest against the Board of Railway Commissioners taking any action towards establishing a station at the aforesaid crossing. (Signed) S. G. Crawford & Co., J. J. Lanphier, H. C. Babcock and sixty-six others."

The Commissioners fixed upon May 28th as the date when they would be at Lohrville to investigate said matter and hear all parties interested, of which due notice was given and at that time did have such hearing. The petitioners were represented by E. C. Stevenson, county attorney of Calhoun county, and the C. & N. W. R'y Co. by their attorney, J. C. Cook, and Mr. Boynton, assistant superintendent, and the D. M. & N. W. R'y Co. by F. C. Hubbell, Superintendent.

This application is made under section 1 of chapter 24 of the acts of the Twentieth General Assembly, which reads in part as follows:

"All railroad corporations shall, at all points of connection, crossing or intersection with the roads of other corporations, unite with such corporations in establishing and maintaining suitable platforms and station houses for the convenience of passengers desiring to transfer from one road to the other, and for the transfer of passengers, baggage or freight, whenever the same shall be ordered by the Railroad Commissioners," etc.

The D. M. & N. W. is a narrow gauge road running from Des Moines to Fonda, Iowa. It crosses the main line of the C. & N. W. at Jefferson, Greene county, and a branch of the same road at or near Lohrville, in Calhoun county, the latter being the crossing in question in this case. Rockwell City is the county seat of Calhoun county and is about ten miles northwest of Lohrville on the Des Moines & Northwestern Railway.

It appears that for some time prior to this application for a station at said crossing, the regular ticket fare from Rockwell City to Des Moines was \$2.90, the distance being 96.8 miles, and from Jefferson on said road to Des Moines, a distance of 66.5 miles, the ticket fare was only \$1.70, which was clearly a discrimination on the part of said railway company in favor of Jefferson and against Rockwell City.

Complaint of this matter was made to this board by said E. C. Stevenson, of Rockwell City, in January, 1891, and the attention of said railway company was at once called to the same. The officers of this company claimed it was necessary to make the lesser charge from Jefferson to Des Moines in order to meet the rate made there by the C. & N. W. R'y Co. to the same place; that they had been advised by counsel that they had the right to do so and they had no intention whatever to violate any law of this State in so doing; that the passenger traffic on said road was light and the company could not afford to carry passengers from all other points at the same rate corresponding to that made at Jefferson. Said company was informed by the commissioners that this, in their judgment, was clearly a discrimination and in violation of the laws of this State. The company in question is a third class road, and, under the law, is entitled to charge 4 cents per mile for the transportation of passengers, and in order to remove the discrimination complained of, availed itself of this legal right and raised its rate of fare all along its



line to 4 cents per mile, and this state of affairs is what more especially gave rise to the present application for a station at the crossing in question, as appears from the petitions and statements made at the hearing of the matter before the board.

The present depot of the C. & N. R'y Co. at Lohrville is 2,750 feet west of the crossing in question and the village at that place is built quite closely around that depot. The depot of the D. M. & N. W. R'y Co., at same place, (called Eads by that company) is 1,100 feet southeasterly from said crossing, with no residences or other buildings near the same, except corn cribs and grain warehouses, etc.

As the trains now and for some time past have run on said respondent roads, namely, passenger train on the C. & N. W., arriving at 1:54 and 2:20 P. M., and on the D. M. & N. W., at 7:45 and 8:15 A. M., and 7:57 and 5:00 P. M. Passengers arriving on one road and desiring to take the other would probably very seldom desire to remain during this intervening time at said crossing if there was a depot or station house there. The evidence at the hearing showed the passenger traffic to be quite light from one road to the other. The affidavit submitted of Geo. W. Wilson, proprietor of one of the hotels at Lohrville, and who has adequate means of knowledge as to the matter, contains this statement:

"There is not to exceed one commercial traveler per month that comes to Lohrville merely to pass from one railroad to the other, and of all others it is not to exceed one or two per week." One of the roads in question being a narrow and the other a standard gauge road, cars could not be transferred from one to the other. It would be quite an additional expense to the railroads in question to erect and maintain a station house at the crossing in question, without a corresponding benefit to the public.

Since the hearing in question the said Des Moines & Northwestern Railway Company has promulgated a new tariff, taking effect June 12, 1891, by which the fare has been reduced to three cents per mile all along its line, and making the fare from Rockwell City to Des Moines the sum of \$2.90, and without any discrimination in favor of any other place on its road and has thus removed one of the principal grounds of complaint as presented in the petitions to this Board for the station at the crossing in question.

From all the facts and circumstances in the case, as the same now appears to the Commissioners, they are of the opinion that the security, convenience and accommodation of the public do not, at the present time, require that said respondent companies should establish and maintain a station house or depot at the crossing in question, as asked for by said petitioners, and said petition or application is, for the present, denied by the Board.

*Des Moines, Iowa, August 5, 1891.*

C. J. HICKMAN, METZ, IOWA,	}	<i>Defective crossing.</i>
VS.		
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY,		

Complaint filed March 17, 1891.

March 17, 1891, C. J. Hickman, of Metz, complained that the respondent had failed to properly maintain the farm crossing over its road at the southeast quarter

of southeast quarter of section 12, township 79, range 30, west, and that the same was unfit for use.

The respondent was notified of complaint and replied March 23d. that the crossing plank were removed to clear the way for the flanges and would be restored, as requested.

March 26th, complainant writes the Board, "The crossing has been properly fixed and all O. K."

Case closed.

*Des Moines, Iowa, March 31, 1891.*

CITIZENS OF NUMA AND CENTERVILLE, IOWA,	}	<i>Insufficient passenger train service.</i>
VS.		
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.		

Complaint filed March 24, 1891.

March 24, 1891, the following petition was filed with the Commissioners:

*To the Honorable Railroad Commissioners:*

We, the citizens of Numa and Centerville request the Honorable Board of Commissioners that they make a request of the Chicago, Rock Island & Pacific Railway Company that they have their train No. 96, leaving Numa at about 8:40 A. M., and their train No. 90, leaving Centerville about 4:20 P. M., carry passengers to and from Centerville. Our trains that carry passengers to and from Centerville, now leaving Numa at about 11:30 A. M., and returning from Centerville about 6:20 P. M., being uncertain trains and afford no proper accommodations for passengers, as the 6:20 P. M. train leaving Centerville being abandoned at least four days out of the week, necessitating passengers to remain in Centerville from 10 P. M. until 2 A. M. before getting an opportunity to return, necessitating most of our citizens to go to Centerville via wagon, and as Centerville is our county seat it is very important that trains should be allowed to accommodate the people.

(Signed)

G. W. HOLSHOUSE,  
J. W. COULTER,  
A. N. GRAHAM, and  
52 others of Numa.  
J. C. BEVINGTON,  
DUFFIELD BROS.,  
H. W. WRIGHT & SONS, and  
27 others of Centerville.

Copy of this petition was duly sent to the general manager of said company, and answer received as follows:

CHICAGO, April 1, 1891.

*Mr. W. W. Ainsworth, Secretary State Board of Commissioners, Des Moines, Iowa:*

DEAR SIR: I have your communication of March 24, with petition from the citizens of Numa and Centerville, that our fast express trains Nos. 93 and 96 stop at Numa and Centerville, for the purpose of carrying passengers between those points. We have received communications making similar request from the citizens at those points heretofore, and have been compelled to decline the same. Nos. 93 and 96 are fast express trains, scheduled at a very high rate of speed, and making no stops at all, except at such points as it may be necessary for them to stop for fuel and water. These are trains that cannot make the time de-



manded in freight transportation between Lake Michigan and their terminals in Colorado and southern Kansas, which the public demand, if we are forced to handle passengers at all points along the line: and if we stop at Numa and Centerville, the demands from other points would be equally as pressing, and the object for which these trains are put upon the road would be entirely defeated. We cannot for a moment think of it. Centerville has already train No. 43, at 5:00 p. m.; No. 47, at 9:10 a. m.; mail train No. 15, at 1:00 p. m.; train No. 49, at 6:05 p. m., upon either one of which accommodations are made and tickets sold for Numa.

Coming eastward, Numa is served by freight train No. 48, at 11:27 a. m.; mail train No. 16, at 4:05 p. m., and the accommodations would seem to be equal to the necessities; in fact, they are much greater than the accommodations furnished by many of the lines between points where the business is even greater than between those named.

It is possible that we could arrange to stop train No. 50, at 6:15 a. m., at Numa, if that was deemed of great importance, but this is the best that we can see our way clear to do.

Very truly,

E. ST. JOHN,  
General Manager.

A copy of this letter or answer of the respondent company was sent to G. W. Holshouser at Numa, representing the petitioners, with a request that he forward as soon as convenient, any answer or further statements the petitioners might desire to make in the premises.

Under date of April 9th, reply was received stating in substance that the petitioners reluctantly withdrew their petition in regard to trains Nos. 96 and 93, carrying passengers and accept the proposition of the general manager of said company, that train No. 50 carry passengers from Numa to Centerville, as that train would get passengers to Centerville early in the morning and they could return on No. 15 at 1 p. m.

This was forwarded to the general manager of said company, and under date of April 13, 1891, he writes as follows to the secretary of the Board: "I have yours of the 10th and the order to stop No. 50 at Numa will be given at once."

This the Commissioners presume has been done, and the case is closed.

*Des Moines, Iowa, April 29, 1891*

HENRY D. SMITH, MONTICELLO, IOWA,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY,  
AND CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY COMPANY.

*Shortage and overcharge.*

Complaint filed March 21, 1891.

#### DECISION OF COMMISSIONERS.

In this case complaint is entered on account of shortage of one thousand, five hundred and twenty-one pounds on car of flax seed screenings shipped from Cherokee to Monticello, February 11, 1891, claiming a loss of \$23.41. Also in same complaint, it is charged that respondent roads charged their full local tariff rates instead of the 80 per cent rate established by the Iowa Commissioners on hauls over two or more lines, said overcharges being on one car load of flax seed screenings shipped November 14, 1890, from LeMars to Monticello; one car of

same from Alden to Monticello, both over Illinois Central and Chicago, Milwaukee & St. Paul railroads, on which the charges were paid under protest.

The respondents were notified of the complaint, and on April 10th and 11th, replies were received, in which a readiness was expressed by each of respondents to rectify any shortage for which it might be responsible, and averring that no claim for shortage had been made by complainant to them.

As to the complaint of overcharge on account of refusal to put in the 80 per cent rates on the shipments by respondents. Vice-President Ripley, of the Chicago, Milwaukee & St. Paul Railway Company, entirely ignores the charge, making no reply. Mr. T. J. Hudson, traffic manager of the Illinois Central, attempts to justify the charge on the ground that the refusal of the Chicago, Milwaukee & St. Paul to put in the 80 per cent rate, says "it would be manifestly unfair to ask our company to accept 80 per cent of the local rates and our connections be permitted to charge their full local rates."

"We stand ready," says Mr. Hudson, "to put in joint tariffs with the Sioux City & Pacific road, or any other line in the State. We will not, however, charge joint rates from any one line in the State unless such line charges joint rates on traffic received from our line."

While the disposition of the Illinois Central to obey the Commissioners' order, regarding rates on hauls over two or more lines, is commendable, the Commissioners know of no rule by which any party guilty of violating a law can be relieved of the penalty attached to the same by reason of some other party having been guilty of the violation of the same law. The Commissioners are of the opinion that the overcharge on the foregoing shipments in excess of 80 per cent of the Iowa Commissioners' rates should be refunded to complainants, and the respondents, the Illinois Central Railway Company, and the Chicago, Milwaukee & St. Paul Railway Company, are so informed, and are hereby required to refund to complainant said overcharges, as by law required.

The complainant, July 13, 1891, acknowledges receipt in full of claim for shortage, and case is closed.

*Des Moines, Iowa, July 15, 1891.*

CITIZENS OF GREENFIELD, ORIENT,  
BRIDGEWATER, FONTANELLE AND  
MASSENA,

vs.

CHICAGO, BURLINGTON & QUINCY RAIL-  
ROAD COMPANY.

*Inadequate train service.*

Petition filed March 27, 1891.

#### DECISION OF COMMISSIONERS.

On March 27, 1891, petitions were filed by the citizens of Greenfield and vicinity, Orient and vicinity, Bridgewater and vicinity and Massena and vicinity, asking the Commissioners for an order against the Chicago, Burlington & Quincy Railroad



Company for increased train service by the addition of a train with mail facilities, leaving Cumberland in the morning, arriving in Creston in the forenoon of the same day and returning to Cumberland in the evening. These several petitions were numerous signed and alleged that while the branch was one of the best paying ones in the State for its length, the service rendered was entirely inadequate.

To these petitions W. F. Merrill, general manager of the Chicago, Burlington & Quincy Railroad Company, replies as follows: "It is some time since we had a passenger train on that branch. Until November, during last year, we had two freight trains, one running between Creston and Fontanelle, and the other between Creston and Cumberland. As business dropped off in the autumn we found we only needed one, and the short train was taken off. At no time within the last year, when we have had the records, has the passenger business amounted to anything like sufficient to pay the expenses of running a passenger train. The freight business, which is by far the largest part of the business on that branch and the most important to the people living upon it, cannot be accommodated by running the trains in any other way than we do now. There is no question but that if we should put on a passenger train it would be run at a very considerable loss, and it does not seem to us that we should be asked to perform service, the expense of which would be constantly and considerably more than we would derive from its performance.

"It can be easily demonstrated that, if we should put a passenger train upon that branch, it would by no means carry all the passengers who wish to go from place to place in that part of the country. The freight train out of Creston in the morning would take the commercial travelers, and they would come back on the freight train in the evening, and it would accommodate them very much better than any passenger we could run.

"It has always been the desire and the effort of this company to do everything possible in the way of furnishing train service to its patrons, but certainly we cannot be expected to do this at a loss, and it seems to us but fair to consider our side of the question, and from a commercial standpoint. It goes without saying that no one can afford, for any great length of time, to do business at a loss, and in the commercial world it is not expected. It is certainly a well established fact that transportation is the commercial article the railroads have for sale, and we certainly ought not to be asked to sell our goods at a loss any more than a merchant or a farmer.

"It seems to me from this view of the case, it would not be proper to expect us to run a passenger train upon that branch."

To this answer Mr. A. D. Crooks, representing the petitioners, explained that a passenger-train was not asked for, but an additional mixed train, carrying both freight and passengers, with mail facilities; that increased facilities would be followed by an increase of business. Mr. Crooks also filed a statement of the business of the Creston branch for the past year, which he claimed to be approximately correct:

"At Greenfield, 650 cars of coal, 20 tons per car, 13,000 tons; 200,000 bushels corn, 400 car loads, \$15 per car, \$18,000; 150,000 bushels oats, 214 car loads, \$45 per car, \$6,750; 175 cars lumber, \$25 per car, \$4,375; 180 cars stock, \$40 per car, \$7,200; merchandise shipped, including building material, other than lumber, \$13,000. Total, \$62,325.

I learn that Orient shipped during the last year 215 cars of stock and 220 cars of coal. I am not able to give the amount of grain, nor of merchandise, but I am satisfied that there is nearly as much grain shipped from there as from Greenfield.

"As to Fontanelle, I am not able to give amount of business, but am satisfied that they ship as much, if not more stock as Greenfield, and nearly as much grain. The coal and mercantile business is not quite as much. Bridgewater is also a good shipping point for stock and grain.

"This statement does not include any business done at Spaulding, and there is a large amount of stuff shipped from that point. From the best information that I am able to obtain I am satisfied that this branch business will aggregate each year at least \$240,000 or \$50,000.

"This does not include any of Cass county, through which the road runs, including the towns of Messina and Cumberland, which each have a population of about six hundred or seven hundred. The road runs through a splendid farming country, and draws at least ten miles on each side of road, and from eight to ten miles beyond Cumberland, and my understanding is that there is a great deal of business done at both Messina and Cumberland, which there must be, for the reason that the country is thickly settled all the way through where the road runs."

A letter was filed from Yarger & Healey, stock shippers at Messina, to the effect that last year there were shipped in and out of that station about 1,200 cars of grain, lumber, stock, hay, flour and coal, and local freight to the amount of \$6,000.

The company was requested by the Commissioners to furnish the business of the Cumberland branch for the years 1888, 1889 and 1890, including the local passenger ticket receipts of the several stations on the branch for the same period. The passenger business was not furnished, the company alleging that statistics have not been kept in such a way as to enable the furnishing of the information asked for.

The car load freight business was given as follows:

STATEMENT OF THE NUMBER OF CAR LOADS HANDLED ON THE CUMBERLAND BRANCH.

STATIONS.	Grain.	Stock.	Lumber.	Coal.	Salt.	Miscellaneous.	Total.
Orient.....	310	134	46	195	3	107	795
Greenfield.....	461	134	90	286	5	162	1,142
Fontanelle.....	273	166	47	188	5	184	863
Bridgewater.....	109	117	38	30	4	58	355
Massena.....	284	139	52	43	5	78	601
Cumberland.....	410	151	75	56	6	39	747
Total.....	1,844	861	348	708	32	628	4,591
1889.							
Orient.....	146	226	40	180	.....	57	669
Greenfield.....	326	145	81	230	.....	119	901
Fontanelle.....	379	191	35	114	.....	42	761
Bridgewater.....	82	140	30	25	.....	29	306
Massena.....	469	171	52	32	.....	84	808
Cumberland.....	408	230	51	27	.....	51	767
Total.....	1,823	1,103	289	608	.....	382	4,210
1890.							
Orient.....	297	219	29	169	.....	17	641
Greenfield.....	340	221	81	258	.....	136	1,036
Fontanelle.....	110	223	43	88	.....	4	468
Bridgewater.....	102	233	41	28	.....	53	447
Massena.....	426	199	71	31	.....	44	771
Cumberland.....	447	324	64	44	.....	73	982
Total.....	1,662	1,409	229	618	.....	326	4,344



There is no merchandise less than full car loads shown in these tables, coal, lumber and miscellaneous received are shown and grain and live stock and miscellaneous forwarded are shown.

The company urges as a reason for not running any passenger trains on the Cumberland branch that the passenger business does not amount to anything like sufficient to pay the expenses of running a passenger train. That one train carrying freight and passengers was dropped off last year on account of the dropping off of business, and that with but one train a day carrying freight and passengers, the freight business from points on the line to Creston and the commercial travelers going out on the branch from Creston are best accommodated by a train run as now, leaving Creston in the morning and returning in the evening. This position is probably well taken, but it is the province of the carrier to afford proper and equal accommodations to all of its passengers and all of its shippers. Whether or not the passenger business of the branch would be profitable if a separate passenger train was put on need not be considered at this time, as petitioners do not ask for a passenger train, but for an additional train with mail facilities.

The failure of the company to furnish the ticket sales for the three years last past leaves one source of revenue to the company largely a matter of conjecture, but it may safely be concluded that the receipts from ticket sales will naturally increase from year to year, as the country tributary to the stations on the line increase in population. If this is correct, the falling off of business must have been in the tonnage of freight furnished. Leaving out the item of salt, which is not reported for the years 1889 and 1890, and the miscellaneous column, it is found that in 1888 there were 3,841 cars of freight furnished, in 1889 3,824 cars, and in 1890 4,018 cars. Thirteen cars of freight less in 1889 than the previous year, and one hundred and ninety cars more in 1890 than 1889, an increase of business rather than a falling off. These tables also show that while there was a small falling off in grain shipments each year that there was a marked increase in the number of cars of live stock shipped; in 1888, 851 cars of live stock and 1,409 cars of live stock in 1890, a gain of 558 cars, while the shrinkage in grain during the same period was but 182 cars, making an increase of 376 cars of products shipped out of the country to Chicago, on a long haul.

The Commissioners have held, in several cases, that trains carrying passengers should be run, if possible, in such a manner as to enable the people living on the line to visit the principal town of supply during the forenoon and returning during the afternoon. In this case, Creston is an important point on the main line of the Chicago, Burlington & Quincy Railroad, from which point trains run daily east, west and south. Passengers going south on the branch to take these trains will be better accommodated by a train reaching Creston before noon, and passengers going to Creston to make purchases and transact business of almost any kind will be better accommodated by trains reaching Creston in the forenoon and returning later in the day. Passengers, however, desiring to visit the stations on the branch and return the same day will be better accommodated by a train leaving Creston in the morning and returning in the evening. A careful report of the ticket sales of the respective stations would determine as to whether there are more people going south and returning or going north and returning south. This information has not been furnished and the Commissioners conclude that the majority of the travel is to the south and return, and are of the opinion that the trains should be run to accommodate such travel, and the respondent, the Chicago, Burlington & Quincy Railroad Company, is hereby informed that the accommoda-

tion and convenience of the public require that a train carrying passengers and mail, be run on the Cumberland branch, leaving Cumberland in the morning and reaching Creston before noon, and returning to Cumberland in the evening of the same day, and the respondent company is hereby directed and required to furnish such accommodations and this to be done without, in any manner, interfering with reasonable and adequate facilities for the proper shipment of live stock and other freight from the stations on such branch line.

*Des Moines, Iowa, July 28, 1891.*

In matter of petition of Des Moines & Kansas City Railway Company for permission to condemn certain lands for additional depot grounds in the city of Des Moines, Iowa, the Board of Railroad Commissioners of the State of Iowa, do hereby certify that upon the application of the Des Moines & Kansas City Railway Company to this board, stating the desire of the said company to condemn the property hereinafter more particularly described, for additional depot grounds, for the use of the said company, the Commissioners proceeded in conformity with law to examine into the matter of the said application, and do hereby certify that in the opinion of the Board of Commissioners, the additional lands described in the said application are necessary for the reasonable transaction of the business present and prospective of such railway company; the said lands are described as follows, to-wit:

Lots numbered two (2) and four (4), and all of lot five (5), except the north ten (10) feet thereof, all in block number six (6), and lots numbered three (3), four (4) and five (5) in block seven (7), all in the original town of Fort Des Moines; also all the north one hundred and thirty-two feet of lot number eleven (11) of official plat of the northwest quarter of section nine (9) in township seventy-eight (78), north of range twenty-four (24), west of the 5th P. M., lying west of Ninth street, except that portion thereof lying north of the old right of way of the Des Moines, Osceola & Southern Railroad Company, all of the property above described being now included in the City of Des Moines, in Polk county, Iowa.

In witness whereof, the said Board of Railroad Commissioners have caused this certificate to be executed and duly signed and attested by its secretary, with instructions that the same be filed with the clerk of the district court of Polk county, in the city of Des Moines, Iowa.

[SEAL.]

Attest: W. W. AINSWORTH, Secretary.

*April 8, 1891.*



L. SEUFFERT, BURLINGTON, IOWA,

vs.

CHICAGO, ST. PAUL & KANSAS CITY RY  
Co.*Failure to furnish cars.*

Complaint filed February 17, 1891.

On February 16, 1891, complainant writes that he is engaged in shipping hay from Dewar and that a car of hay loaded on the 7th instant at that place was still standing on the track and that he has frequently been subject to delays in obtaining cars and put to much unnecessary expense thereby. The complaint was referred to the respondent company. The agent at Dewar claimed that the car was delivered to complainant on the 8th, the loading was completed on the 10th and the car was sent forward on the 12th; that the delay in procuring cars was caused by the refusal of complainant to have the hay transferred at Oelwein to the cars of the company taking the freight at that point and that complainant had agreed to wait until a through car could be procured.

On April 10 complainant writes that the company has agreed to furnish cars at any time he may require them, that the agent at Dewar had been removed and complainant, not knowing where to find him cannot now procure his testimony to establish his claim and suggests that the complaint be dropped, and it is so ordered.

*Des Moines, Iowa, April 23, 1891.*

FRANK HULSMAN, DES MOINES, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY  
COMPANY.*Refusal to switch cars.*

Complaint filed March 30, 1891.

Frank Hulsmann, Iowa manager for the Advance Thresher Company, at Des Moines, complained to the commission, March 30th, of respondent, for refusing to switch a car of goods from the tracks of the Chicago, St. Paul & Kansas City Railway to their warehouse on the switch of said respondent company, though properly tendered them with accompanying charges of \$3.00.

The agent of respondent at Des Moines was promptly notified of complaint, and at the hearing fixed for April 1st, appeared for respondent and asked a postponement for a week or ten days, so as to be properly represented by counsel.

The Board agreed to grant the time asked, provided respondent, without waiving any rights, would switch the car at once, so complainant would have the use of the goods contained in said car in controversy. This respondent's agent declined to agree to, and the hearing was postponed twenty-four hours so respondent could be represented by counsel, and communicate with his company at Chicago. In the afternoon of the 1st inst., respondent informed the Board

that the car would be switched as requested. Shortly after complainant asked that complaint be dismissed, as a satisfactory settlement had been reached. Case dismissed.

*Des Moines, Iowa, April 23, 1891.*

S. R. ALLEE, LYNNVILLE, IOWA,

vs.

IOWA CENTRAL RAILWAY COMPANY.

*Damage.*

Complaint filed April 23, 1891.

On the 17th of April, 1891, S. R. Allee, of Lynnville, complained that a shipment of poultry, over respondent's line from Lynnville to Chicago was delayed unnecessarily, being eight days enroute to point of destination, that by said delay the same was badly damaged, being nearly dead from neglect. That said complainant had asked the company to make good his loss, but could get no satisfaction from them.

The respondent's attention was called to the complaint by the secretary of the commission, and on May 1st, General Manager Ackert writes that "there is some dispute about the amount of the claim, but that the matter will be fixed up."

On the same date the complainant writes Board, requesting that no further action be taken in the matter, as the case is being settled. Case closed.

*Des Moines, Iowa, May 7, 1891.*

F. B. PRESTON, ADEL, IOWA,

vs.

DES MOINES &amp; NORTHWESTERN RAILWAY COMPANY.

*Overcharge.*

Complaint filed March 24, 1891.

March 24, 1891, F. B. Preston of Adel, complained that respondent had overcharged him eighty-three cents on a shipment of empty egg cases from Chicago to Adel. That formerly he had the cases returned for ten cents apiece, but of late all bills had been charged from two hundred to five hundred pounds overweight.

The complaint was sent respondent, and March 25th, W. S. Jennings, general freight agent, replied that "egg cases usually weigh twenty pounds each, and I presume the shipment was based on that estimate. However, if complainant will attach original paid expense bill and certified statement as to weight claimed, we will cheerfully refund, if an overcharge exists."



April 24th Mr. Jennings writes, "Investigation shows an overcharge occurred on this shipment, which will be adjusted at once."

With the satisfactory adjustment of the amount claimed case closed.

*Des Moines, Iowa, May 13, 1891.*

BUNKER & HAZARD, NEWELL, IOWA,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY AND  
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.

} Overcharge.

Complaint filed February 27, 1891.

The complainants, manufacturers of boilers, engines, etc., at Newell, Iowa, claim to have been overcharged on a shipment of feed steamers and casting, from that point to Rock Rapids, Iowa.

On April 25th Horace Tucker, general freight agent of Illinois Central Railroad Company, wrote the Commission that the claim had been adjusted and voucher made for overcharge.

May 13th complainant acknowledges payment of overcharges. Case closed.

*Des Moines, Iowa, May 20, 1891.*

GOTTLIEB ZURCHER, FARMERSBURG, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL R'y Co.

} Farm Crossing.

Complaint filed March 24, 1891.

Gottlieb Zurcher, of Farmersburg, Clayton county, entered complaint against respondent on March 22, 1891, for refusal to give him an open or under track crossing, claiming that in fencing their road last fall the railroad company cut 10 acres of his pasture off from the other 40 acres; that his water was on the 10 acres and his cattle had no access to it; that he had applied to the roadmaster for a crossing and got no satisfaction, and he asks the Commission to aid him in securing a crossing.

A copy of the complaint was forwarded to General Manager Earling, of respondent company, who replied May 15, claiming that he had no knowledge of any application ever having been made for said crossing, and stating that instructions had been given to provide a grade crossing at once, as soon as it could be put in.

May 13, complainant writes the board; "The roadmaster was here yesterday and settled the matter with me. They will put in an under-grade crossing, what I wanted." Case closed.

*Des Moines, Iowa, May 20, 1891.*

W. F. KNOWLES, JAMES, IOWA,

vs.

AMERICAN EXPRESS COMPANY.

} Overcharge.

Complaint filed April 10, 1891.

On the 10th of April, 1891, W. F. Knowles, of James, Plymouth county, Iowa, complained that he had been overcharged by respondent thirty cents on a package sent from James to La Porte City, Iowa; that on a package sent the day following from Sioux City to La Porte, a longer distance, he had only been charged thirty cents by respondent's agent; that he is sending packages almost daily, and the extra charges, if continued, would prove a great burden and expense.

The complaint was sent to General Superintendent L. A. Garner, at Omaha, who replied May 11 that the matter would be looked up at once. May 19, Mr. Garner writes the commission: "We have looked up the matter complained of, and find that Mr. Knowles was overcharged thirty cents by our agent at James, who did not understand the instructions of the company in regard to pro-rating on matter carried by two or more companies."

May 18, complainant writes the commission acknowledging satisfactory settlement of overcharge complained of. Case closed.

*Des Moines, Iowa, May 20, 1891.*

GEORGE KLINE, GLIDDEN, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY  
COMPANY.

} Insufficient water way.

Complaint filed April 10, 1891.

The complainant, George Kline, residing one and one-half miles east of Glidden, asked the assistance of the Commissioners to secure the proper drainage of his land contiguous to the track of the respondent company. To this application for relief the company replied that a culvert pipe would be put in at once, although less than one-quarter of an acre of Mr. Kline's land was wet this season. On May 12th complainant advised the Commissioners that the company had complied with his wishes, and that he was satisfied with what they had done.

*Des Moines, Iowa, May 20, 1891.*



L. A. BROWN, OF JEFFRIES & BROWN,  
DAVIS CITY, IOWA,

vs.

CHICAGO, BURLINGTON & QUINCY RAIL-  
ROAD COMPANY.

Overcharge.

Complaint filed February 17, 1891.

On February 17, 1891, L. A. Brown, of the firm of Jeffries & Brown, of Davis City, complained to the Commissioners that in November, 1890, they had shipped from Davis City to Indianapolis three hundred barrels of apples over respondent's railroad at a guaranteed rate of twenty-nine cents per hundred pounds. That when the apples arrived at destination \$174.60 freight was collected in place of \$125.00, the contract rate; that complainants had been to an additional expense of \$8.50 for telegraphing, hotel bills, etc., incurred in trying to adjust such overcharge, making a total of \$57.70. A copy of the complaint was sent to the respondent company to which General Manager Merrill replied that the matter would be taken up promptly with the connecting lines.

On May 11th the complainant advised the Commissioners that his claim had been settled to his satisfaction. This case is closed.

*Des Moines, Iowa, May 21, 1891.*

E. A. GRIFFIN, TEKEMAH, NEBRASKA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY COMPANY.

Overcharge.

Complaint filed March 25, 1891.

On the 25th of March, 1891, E. A. Griffin, of Tekamah, Nebraska, complained that respondent had overcharged him \$4.70 on a shipment of household goods from Defiance, Iowa, to Tekamah, Nebraska. Complainant avers that he contracted with Ben Allera (?), freight agent of respondent at Marion, and prepaid the charges from point of shipment to point of destination; that said respondent charged him \$1.00 for boxing trunk and \$3.70 transfer charges; that said trunk was securely strapped and fastened and did not require boxing, and the additional charges unjust.

The complaint, though being in regard to inter-State shipment, was taken up by the commission and a copy sent respondent. On the 31st of March, Vice-President Ripley informed the Board that the matter would have prompt attention. April 11th H. P. Elliott, of the claim department of respondent, wrote the commission: "Your favor of 28th ult., to Mr. E. P. Ripley, relative to claim of

E. A. Griffin, of Tekamah, Nebraska, has been referred to me and would respectfully advise you that I have this day ordered voucher to be made in favor of claimant for \$4.70, which covers total amount claimed." Case closed.

*Des Moines, Iowa, June 18, 1891.*

GEO. P. MURRAY, WIOTA, IOWA.

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAIL-  
WAY COMPANY.

Overcharge.

Filed March 31, 1891.

On the 31st of March 1891, Geo. P. Murray of Wiota, filed with the Commissioners complaint of overcharge against the Chicago, Milwaukee & St. Paul Railway Company. In his petition he sets forth that, "On February 21, 1891, I hired two cars for shipment of emigrant movables from Hull, Iowa, to Wiota; I made application to respondent's agent, Mr. Brown, at Hull, for a rate, and said agent quoted me the rate of forty-five dollars per car from Hull, through to Wiota (Cass county); that upon the arrival at Wiota I was presented by the Chicago, Rock Island & Pacific Company with a freight bill amounting to \$141.60, which is an overcharge of \$51.60, more than the agreed price given by the agent at Hull. Upon receipt of said freight bill I telegraphed the agent at Hull, who replied February 23rd, Your telegram received. I billed the cars at just what I told you, and the agent, at Perry made them more, and claims that the rate I used is not correct, but I say it is, and I have stated the whole case to our General Freight Agent, and expect to hear from him in time and will let you know."

Mr. Murray filed with his claim two expense bills dated February 21, showing the cars to have been Chicago, Milwaukee & St. Paul No. 37,378 and 38,544, each bill calling for \$70.80. The goods were released to a valuation of \$5.00 per 100 lbs.—weight of each car 20,000 lbs. The cars were routed via Chicago, Milwaukee & St. Paul, to Perry, and Chicago, Rock Island & Pacific (via Des Moines) to Wiota.

A copy of complaint was at once sent respondent. The Commissioners find that the route by which the shipment was forwarded was not the most direct and such as the shipper was entitled to; that it was carried via Eden, South Dakota; Sioux City, and Perry over the Chicago, Milwaukee & St. Paul Railroad, and thence over the Chicago, Rock Island & Pacific Railroad (via Des Moines) to Wiota, the distance being three hundred and thirty-five miles, and respondent was so informed, and asked to correct the overcharge.

April 3, A. C. Bird, traffic manager of respondent, wrote the board: "Yours of April 1st, to Mr. Ripley, in regard to the shipment by George P. Murray of two carloads of emigrant moveables from Hull, Iowa, to Wiota, has been referred to me.

"Our shortest haul from Hull to Perry is an inter-state haul, as the line crosses into Dakota at one or two points. The correct rate for such a haul is twenty-seven cents per hundred, or \$56.00 per car of twenty thousand pounds. Our agent at



Hull evidently misunderstood his instructions and quoted the Iowa distance tariff rate of \$14.35 cents from Hull to Perry; the agent at Perry properly understanding his instructions, corrected the rate to twenty-seven cents per hundred, or \$56.00 per car, making it \$112.00 for the two cars.

"The route that should have been used is Hull to Ruthven, and Ruthven to Wiota. In view of the error, which is properly chargeable to our agent, we will refund down to a rate of \$28.70 per car from Hull to Perry. This will leave a net through rate of \$50.50 per car, provided I am properly informed as to the rate of 10-9 cents, which should be the rate from Perry to Wiota, via the Chicago, Rock Island & Pacific.

"I have ordered a voucher made in favor of Mr. George P. Murray, of Wiota, Iowa, for all charges we collected of him in excess of \$28.70 for each car. If this is not the correct address will you kindly advise me."

The commissioners further called the attention of respondent to the fact that the correction did not fully meet the requirements; that the route via Ruthven and Perry being two hundred and seventy-four miles, is not the most direct; but that the shipment should have been carried by respondent to Neola, via Sioux City and Manilla, and thence over the Chicago, Rock Island & Pacific, to Wiota, the distance being only two hundred and forty-one miles, and that a settlement should be made with complainant on this mileage basis.

April 21st, Mr. Bird writes the board: "I have given instructions to settle this claim according to your suggestions. We find that we were to blame for using the longer route."

On April 25th, Claim Agent Elliott wrote the complainant to "Draw on respondent company for \$50.60, over charge on two carloads of emigrant moveables," and again, May 29th, Mr. Elliott wrote the board: "Your favor of 27th, relative to claim of George P. Murray, Wiota, Iowa, has been received, and in reply will say that voucher for the additional overcharge, \$5.72, has this day been issued in his favor, making a refund of \$56.32, reducing the charges on the shipment from \$141.60 to \$85.28, the rates via the shortest route to point of destination.

The respondent, having satisfactorily adjusted this claim, the case is closed.

*Des Moines, Iowa, June 24, 1891.*

JOHN BARNICLE, DANA, IOWA,

VS.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

*Loss of oats in transit.*

Complaint filed March 20, 1891.

John Barnicle, of Dana, filed a claim with the Commission March 20, 1891, for \$175, on account of loss in transit from Dana, Iowa, to Peoria, Illinois, of about five hundred bushels of oats, short on arrival of car at destination. The affidavits of complainant, together with those of John W. Frazee and W. B. Wilcox, show that there were 1,202 bushels of oats sold to complainant and loaded in car No. 3081 at

Dana, by said Frazee and Wilcox; the agent at Dana also testifies to "examining the car, and that the car contained 35,000 to 40,000 pounds of oats, according to my best judgment."

Van Tassell & Bunn, of Peoria, Illinois, consignor's agent, file certificate of weight, as furnished by the elevator at that place showing shortage, saying the claim was a just one, and should be paid, but that they had met with no success in their efforts to collect the same.

The Commissioners directed a copy of complaint to be sent at once to respondent. Under date of March 27th, General Manager St. John replied, acknowledging receipt of the same, but claiming that "this is a matter over which your board has no jurisdiction," and stating that their claim department would give it due consideration, and in that event it will require no action from any other source."

April 16th complainant asked the board for copies of proof furnished, as the respondent was examining into the matter.

May 28th complainant writes the board "The Rock Island Railroad Company has settled my claim of \$175, which I placed with you, by paying me \$152.48. I settled by their weights in Des Moines. I am very thankful to the Railroad Commissioners, as I believe you helped me with the claim." Case closed.

*Des Moines, Iowa, June 24, 1891.*

A. A. BANGS, DOWS, IOWA,

VS.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY AND CHICAGO & NORTHWESTERN RAILWAY COMPANY.

*Claim for damage to hay in transit.*

Complaint filed April 23, 1891.

April 22, 1891, A. A. Bangs, of Dows, Wright county, Iowa, wrote the Commissioners stating that during the fore part of that month he shipped from Huntley, Minnesota, two carloads of hay duly billed to Dows, Wright county, Iowa; that when one car reached the Chicago, St. Paul, Minneapolis & Omaha Railway Company the billing was changed to Dow City, and at time of writing he had not yet received that car; that the other car was side tracked at Elmore, where connection was made with the Chicago & Northwestern, and that he did not receive that until April 21, 1891, and that the hay by reason of the delay was in a damaged condition, and he asked the assistance of the Commissioners in the matter of obtaining an adjustment of his claim for damages in the premises.

A statement of the complaint was at once forwarded to the general managers of the respondent companies, and under date of May 5, 1891, the general claim agent of the Chicago & Northwestern Railway Company wrote the Commissioners stating that there was no delay to the hay in question during the time the same was in charge of that company, and that he had referred the matter to the claim agent of the other respondent company for adjustment.



June 22, 1891, Mr. E. L. Poole, claim agent of the Chicago, St. Paul, Minneapolis & Omaha Railway Company wrote the Commissioners stating that on May 23, 1891, he made a satisfactory settlement of the matter with Mr. Bangs, the complainant, and under date of June 25th the latter wrote the Commissioners to the same effect, and the case is therefore closed.

*Des Moines, Iowa, July 8, 1891.*

CITIZENS OF SELMA, IOWA,

VS.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

*Failure to stop cabooses at station platforms..*

Complaint filed April 7, 1891.

#### DECISION OF COMMISSIONERS.

On April 4, 1891, A. B. Adams and forty other citizens of Selma and vicinity, complained that the respondent company failed to stop its freight trains carrying passengers, in such a manner as to bring the cabooses attached thereto opposite the station platform, and that by reason of such failure persons desiring to take passage upon such trains are frequently left, and passengers in alighting therefrom are greatly inconvenienced. Several cases were cited in the complaint where passengers desiring passage had been left.

To this complaint Thos. S. Wright, general attorney for respondent, replies substantially that the conductors of that division are instructed to stop their cabooses at the platforms for the convenience of passengers, when the same can be done without interfering with their regular freight business; that notices are posted in all depots and caboose cars that freight trains cannot always be expected to stop with their cabooses at the platform, and that passengers must assume all risk of accident or injury in going to and from and in getting off and on all freight trains. "We do not," says Mr. Wright, "recognize any obligation to stop freight trains with cabooses at the depot platforms."

From the investigation made by the Commissioners the facts are found to be substantially, that eighty-five yards west from the station platform there is a forty-three feet trestle bridge with a switch for the siding extending across the same. The dump on west side of this bridge is quite narrow. There is a bannister and foot board on the north side of this bridge for the use of the switchman; that ordinary freight train when stopped, with the car used for way freight, opposite the station, brings the passenger caboose on the west side of the bridge which passengers are forced to cross in passing from or to the caboose; that since this complaint was instituted the company has constructed a plank walk on the bridge and widened out the embankments somewhat with sand. It is not denied that passengers are occasionally left. East of the station, near the yard limits, is a cattle guard, beyond which cabooses are frequently stopped and passengers compelled to walk over the same in reaching the station.

Railway companies are not required to carry passengers on their freight trains, carriers are, however, required to furnish adequate and reasonable passenger service and facilities, and in doing this it has become a custom to carry passengers in the cabooses attached to certain freight trains, and in the transportation of passengers, for which compensation has been received, railroad companies are bound to the utmost care and diligence of very cautious persons and are responsible for any, even the slightest, neglect. It has been frequently held, by the courts, that "It is the duty of railroad companies to stop all trains carrying passengers at platforms or other safe and convenient stopping places where the passengers may leave the train without danger or inconvenience, and that any regulation that conflicts with this is not reasonable."

It is possible that a freight train carrying passengers in a caboose attached to the rear end thereof as a matter of additional accommodation to the traveling public would not be held by the courts to come as fully within the rule prescribed for a regularly equipped passenger train, but we know of no rule or construction of the law that would permit the stopping of cabooses carrying passengers at unsafe places and places considerably remote and of inconvenient access to stations or station platforms.

In 31 Ind., 408, the court held that where a railroad train was run beyond the platform and stopped over a culvert, a passenger alighted upon and into a culvert, and was greatly injured, that the company was liable.

In 44 Miss., 466, the court says: "Railroad companies are bound to provide platforms or safe places of deposit for passengers to alight on at their stations and to deliver passengers on such platforms or other safe places of deposit."

Rorer on Railroads, page 479, says: "Railroad companies carrying passengers are not only bound to have safe and convenient platforms or landings, onto which safe and convenient egress from the cars may be made by their passengers, but it is their duty also to stop their trains in such position that egress therefrom by their passengers may be made onto such platforms or safe places of landing, and in case they stop short, run past and stop beyond such landing places, and then coerce the passengers from their cars, they will be liable for injuries incurred thereby, although no physical force was used, but only the order of the conductor to cause such passengers to leave the train at such out of the way places."

It appears reasonable to the Commissioners that in order to promote the security, convenience and accommodation of the public that all freight trains carrying passengers on respondent's line, and stopping at the station of Selma, should stop their trains in such a manner that the cabooses shall be between the cattle-guard east of the station and the bridge west of the station, and the respondent company is hereby so informed.

*Des Moines, Iowa, July 8, 1891.*



ALME RAYBOURNE, WOODWARD, IOWA,

vs.

*Stock killed.*

DES MOINES &amp; NORTHERN RAILWAY COMPANY.

Complaint filed July 3, 1891.

Alme Raybourne, living on the Hardy farm, near Woodward, Iowa, complained of respondent for killing two colts, June 4, 1891, valued at \$125.00; that he had sent his claim to respondent and had not heard from it since. Respondent was notified of complaint July 6th, and on the 7th General Manager L. M. Martin replied: "On June 8th we received Mr. Raybourne's deposition to the effect that one of our trains had struck his animals. After referring the matter to our train and track men, in the usual manner, in order to satisfy ourselves as to the validity of the claim, I mailed, under date of July 1st, a check for the full amount, payable to Mr. Raybourne's order, twenty-three days after the time of killing, and as thirty days is usually considered cash, we were congratulating ourselves that in this instance we had fully satisfied the claimant."

July 10th complainant acknowledged full payment of claim, and case is closed.

*Des Moines, Iowa, July 15, 1891.*

BANNISTER BROS., CLINTON, IOWA,

vs.

*Refusal to switch cars.*

CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY COMPANY.

Complaint filed July 7, 1891.

Bannister Bros., of Clinton, Iowa, millers and flour merchants, complained that a car of wheat shipped to them from Kansas City via the Burlington, Cedar Rapids & Northern to Clinton, was refused transfer to the track to their mill; the usual charge for such service having been tendered respondent company; that by reason of the refusal of the company to switch the car, complainants were required to sack the wheat and haul the same by team a mile to the mill where the same was to be manufactured into flour.

The matter was referred to General Manager Earling, who disclaimed any purpose on the part of his company to refuse to switch cars from the Burlington, Cedar Rapids & Northern Railway, stating that his company has "always switched for the Burlington, Cedar Rapids & Northern road at that point;" \* \* \* and "further, that if there has been any misunderstanding it will be corrected."

Immediately following this communication complainants advised the Commissioners that "the relief came at once," and that they had the assurance that there would be no further trouble. Case closed.

*Des Moines, Iowa, July 28, 1891.*

OLOF OVREN, SIOUX RAPIDS, IOWA,

vs.

*Wrongful ejectment from train.*

CHICAGO &amp; NORTHWESTERN RAILWAY COMPANY

Complaint filed March 23, 1891.

## DECISION OF COMMISSIONERS

The complaint in this case is as follows:

SIOUX RAPIDS, IOWA, March 21, 1891.

*To the Iowa Railroad Commission, Des Moines, Iowa:*

Gents: I wish to enter complaint against the Chicago & Northwestern Railroad Company. On March 18, 1891, I arrived at the depot at Marathon, Iowa, just as the train came in. The ticket agent came out to see to the express, and I asked the conductor (Wineburger) for time to get a ticket, and he replied that he waited on no man. I got on the train and tendered him the full fare 27 cents from Marathon to Sioux Rapids, Iowa, the first station west, and he refused to accept it unless I would pay the 10 cents extra, which I refused, and he stopped the train and put me off about a mile or one and one-fourth west of the station. I wish the matter fully investigated. Have frequently rode on his freight trains before but never refused to take the fare before. Please investigate fully and advise me of my proper remedy, and oblige. Yours truly,

OLOF OVREN.

The complainant was asked by the Commissioners to make his statement more specific as to the time of his arrival at the depot, and in reply the following was received:

SIOUX RAPIDS, IOWA, March 25, 1891.

*W. W. Ainsworth, Secretary Railroad Commissioners, Des Moines, Iowa.*

Dear Sir: In my complaint to the board of Railroad Commissioners, I wish to add to my statement after the words "On my arrival at Marathon just as the train came in" that I went in the office to purchase a ticket and was told by the lady there that the ticket case was locked and that she could not sell me one, and then I went out and asked time to buy one from the conductor. I had plenty of time to buy a ticket and get on the train after I got to the depot had any one been in charge of the office to sell me one. I trust this will make matters more clear to your board. Yours truly,

OLOF OVREN.

In answer to the complaint the company files the statements under oath of W. Winebrenner, the conductor of the train in question, Charles H. Gyger, the station agent at Marathon, and that of his wife, who was in the ticket office at the time the train arrived.

Mr. Gyger says: "That on the 18th day of March, 1891, I remained in the ticket office with the ticket window open selling tickets and ready to sell to any one who applied for the afternoon passenger train going west; that I remained there until the arrival of the train and until the engine of the train was opposite, or nearly opposite, the window of the ticket office and then I turned the key in the ticket case and went out upon the platform to attend to my duties at the train; that while I was thus engaged in my regular and necessary duties, receiving and delivering mail and express at the baggage and express car, I saw Mr. Olof Ovren come to the depot from town; that when the train was about ready to start, and I believe after the conductor had given the signal to the engineer to go, Mr. Ovren asked me to sell him a ticket and I started to go to the ticket office, but as the train was moving he turned and got on board."



Mrs. Gyger fully corroborates this statement of her husband, and she is not in the employ of the company, but simply happened to be in the ticket office at the time visiting with him and she had no authority whatever to sell tickets.

Mr. Winebrenner, the conductor, says: "Have been in the train service of said company for fourteen years. On March 18, 1891, I was in charge as conductor of the regular passenger train running west through Marathon and Sioux Rapids in the afternoon, and it is my recollection that we were two or three minutes late. Just as I was about to start the train, Mr. Olof Ovren, who frequently travels between said stations, came up and asked me to hold the train until he could buy a ticket; this was after I had given the engineer a signal to pull out and the train was just starting. I replied that I could not wait and he got on. In going through the train to collect fares, immediately after the train had started, he was the first man I came to. I asked him for his fare and he handed me up twenty-five cents; I told him that was not enough, that the fare was thirty-seven cents. He told me he did not come to the depot until after the train had arrived and therefore could not get a ticket; I told him that was no excuse, that he should have been there sooner. He declined to pay me more than twenty-five cents. I told him I would have to put him off. I then pulled the bell and signalling the engineer to stop; the engineer answered the signal and began to stop the train, and then for the first time Mr. Ovren offered me twenty-seven cents; then the train soon stopped. I told him to get off and he got up and went out and off. I further state that the regular ticket fare between Marathon and Sioux Rapids is twenty-seven cents, and the fare when paid upon the train is thirty-seven cents and this is universally collected so far as I know."

Copies of these statements were duly furnished the complainant and he does not deny any of the allegations therein contained, or furnish any evidence that the same are not substantially correct, and the Commissioners therefore assume such to be the case.

It further appeared from the evidence submitted that Marathon is a small station where but little passenger business exists and the respondent company, as is usual at such places, employ only one man who is the company's agent and is also the agent of the express company. On the arrival of a passenger train this agent must be out upon the platform to exchange the government and the railway mail; to deliver and receive the express matter and the baggage, and this usually requires the entire time the train stops, so that to sell tickets after the arrival of the train would necessitate holding and delaying the train for that purpose; that the complainant resides upon his farm near Marathon, but is engaged in business at Sioux Rapids and is a frequent traveler between those place and is familiar with the rule or statute allowing the collecting of extra fare in certain cases when a ticket is not procured, and has heretofore quite frequently requested conductors to hold their trains to allow him to purchase a ticket.

The law is well settled that a common carrier of passengers may adopt reasonable rules and regulations for the conduct of its business, and that without express statutory authority one of these rules may be that an extra charge be exacted from those who do not purchase tickets before boarding trains, provided the company afforded a reasonable opportunity to purchase tickets to all who applied in time. Our statute, however, provides, after fixing the rate of fare, that a "charge of ten cents may be added to the fare of any passenger, when the same is paid upon the cars, if a ticket might have been procured within a reasonable time before the departure of the train," McClain's Code, section 2027.

As to what such reasonable time is within which a ticket must be procured or within which an opportunity must be afforded by the railway company to procure one, depends upon circumstances.

Since the State has exercised its right to fix the rate of fare for passengers, and also virtually the charges for freight transported, and thus limiting by law the income that may be allowed the carrier, it certainly is of interest to the public as well as the railway companies that the affairs of the latter should be as economically administered as practicable under the circumstances. It is the duty of the company to furnish the opportunity to procure a ticket within a reasonable time before the departure of the train. It is equally the duty of the person who may desire to avoid the payment of this extra charge allowed by the statute to be at the depot in time to avail himself of that opportunity. If the company performs its duty in the premises it is no excuse on the part of the passenger that he arrives at the station too late to get a ticket and board the train. He must suffer the consequences of his own neglect. At a small station like Marathon where neither the freight or passenger traffic is large, and one person can perform all the duties of agent, it would be unreasonable to require that the company should have an extra person employed just to sell tickets during the time between the arrival and departure of a train, when that agent is necessarily employed with his duties connected with the train, as the statute in question, with the construction placed upon the same by the Supreme Court of the State does not throw that burden upon the company.

In the case of *Everett vs. the Chicago, Rock Island & Pacific Railway Company*, 69 Iowa, 15, the facts were quite similar to the present case before the Commissioners, and the court below gave the following instruction to the jury which was approved by the Supreme Court, to-wit: "The fact, if it is a fact, that the plaintiff applied at the defendant's ticket office (at Weston) to purchase a ticket at a time when it was closed, does not of itself alone necessarily show that opportunity was not given within a reasonable time before the departure of the train for the purchase of tickets; nor can it be said, as matter of law, that the defendant had a right to close its ticket office as soon as the train arrived at the station. The question, what is a reasonable time for the procuring of tickets before the departure of trains from a station, depends principally on the requirements, convenience and demands of the public at that particular station. It was the duty of defendant to keep its ticket office open, and to keep a competent man there to sell tickets at such times as would reasonably, fairly and fully accommodate the public in the matter of procuring tickets. Regard should be had to the importance of the station, and the number of people who have occasion to purchase tickets there; and the ticket office should be kept open at such times as people in general who travel by rail are in the habit of repairing, and find it convenient to repair, to the station to purchase tickets and get aboard the train."

Further along in the same case, the Supreme Court use the following language: "It would be a most unreasonable requirement to impose upon the defendant (the railroad company) the burden of employing two persons to attend to the station in order that the ticket office might be kept open for the one or two minutes which a train is required to stop at such station in order to to accommodate the exceptional cases of passengers who may, for any reason, arrive at the station after the arrival of the train. Regard must be had to the orderly transaction of the business of the station, taking into consideration the necessary and proper facilities extended to persons having occasion to travel on the train, or transact their business with the company. It is absolutely necessary that the office should be open for business a sufficient time before the departure of the



train, in order to enable passengers to procure their tickets, receive and count their change, if any, and prepare to board the train without unnecessary interference with each other. But the language, 'before the departure of the train,' does not require that the office shall remain open up to the instant the train moves off. The question is, might the passenger have procured a ticket within a reasonable time *before* the departure and *not* up to the very moment when the wheels began to move."

In this case Mr. Ovren does not claim that he offered to pay to the conductor the extra ten cents before he left or was expelled from the train, and consequently the only question before the Commissioners is whether or not he had the opportunity required to be furnished by the company for him to procure a ticket, and whether he availed himself of that opportunity.

It is the opinion of the Commissioners that the respondent company in this case performed its duty in the premises, and that the complainant was negligent in that respect, and that therefore he has no legal ground for complaint.

*Des Moines, Iowa, July 15, 1891.*

DES MOINES FENCE COMPANY AND

DES MOINES EXCELSIOR WORKS, *et al.*

*Application for reduction of classification on logs.*

#### DECISION OF COMMISSIONERS.

On the 22nd of June, 1891, petitions were filed with the Commissioners by the Des Moines Fence Company and Des Moines Excelsior Works, asking that logs in the rough be classified the same as wood (for fuel), coal and coal props, and that the rate be made the same as for "lump coal." The petitioners set forth the following reasons why such change in classification should be made:

"Your petitioner is engaged in the manufacture of pickets and picket fences in Des Moines, and are compelled to ship in the timber from which the pickets are made, namely, cottonwood, elm and basswood, principally.

As the classification now stands, some of the railway companies claim that material can be shipped in at cord wood rates provided it is first cut into four feet lengths, while other companies claim that it can not be so shipped unless it is split into suitable condition for fuel, and therefore refuses to give us any rate except the lumber rate, which makes the tariff or freight so high that it absolutely prevents us from supplying our mill with timber shipped over the railroads.

We also find from experience that it is much more desirable to ship in the material in the log and cut it into cants and then cut it off in even lengths with a cut off saw. In this matter our pickets are all of a uniform length.

If, however, it is cut in the timber in the four foot lengths, the blocks are sawed so unevenly that it makes it necessary to again saw them off at the mill, which makes a large amount of additional labor and expense.

It is a familiar principle governing all railroad classifications that the rough, crude material, in bulk, should not take as high a rate as the finished product. Therefore, rough logs ought not to take the same rate as manufactured lumber.

It is familiar to every manufacturer of lumber that it takes from two-and-a-half to three cars of logs to make one car of lumber, and yet under the classification in Iowa, these commodities are compelled to pay the same rate.

The manufacture of picket fence is a growing industry in Iowa. It is soon to largely displace the dangerous barbed wire fence, so destructive to horses and so ineffectual in turning calves, sheep and hogs, and it becomes a serious problem as to how cheap fence can be manufactured to take its place. There are vast quantities of elm, cottonwood, basswood, buckeye, maple and other soft woods that are practically valueless for any other purpose than may be manufactured into durable fence at reasonable cost, provided the timber can be gotten to the manufactures at reasonable cost.

"We believe that the change in classification, as asked, will be beneficial alike to us, the farmer and the railroad company. The loss in rate would be more than compensated for by the increased traffic.

The Des Moines Excelsior works, manufacturers of excelsior, respectfully ask your honorable Board to take raw material used by us out of the classification as bolts and place the same as cord wood, coal and coal props.

Under the present classification, the railroads claim that anything that can be worked into excelsior must take bolt rates, which makes the freight so high it absolutely prevents us from supplying our factory with timber.

The material from which excelsior is made is considered almost worthless in the timber, viz.: cottonwood, linden and willow, etc., using to a great extent tops of trees after the mill log is cut off. If not used for this purpose, would lay in the timber and rot.

Our wood is cut three feet and four feet in length and split as ordinary cord wood. It requires from two and one-half to three car loads of this material to make one car load of manufactured goods. We have bills for a haul of eight and two-thirds miles amounting to \$15.16 on thirteen one-half cords wood therein, making over \$1.00 per cord on track Des Moines. The present classification is unreasonable.

We see no reason why the railroads cannot haul a carload of wood for excelsior, cheap as they can a car of coal props, both being taken from the same timber and within distances of fifty miles.

"The manufacture of excelsior is a new industry in Iowa. There are vast quantities of cottonwood, linden, buckeye, willow and other soft woods that are practically valueless for any other purpose, providing the timber can be gotten to the factory at a reasonable cost.

"Our material, as a rule, is cut by a needy class of laborers, giving employment to many at such times as they need employment, and turning their worthless soft woods into money, otherwise they suffer and the timber lay and rot.

"We can succeed fairly well if we can get relief in freight on raw material, if we cannot, we must close our doors, as our business will not justify the cost of present rates."

S. F. Prouty, of the Chicago Milling Company, and Mr. Jenkins, a representative of the Hawkeye Rake Factory, also join in the petition.

Replying to the application of petitioners, A. C. Bird, Freight Traffic Manager of the Chicago, Milwaukee & St. Paul Railway Company, filed an argument with the Commission, July 3d, setting forth reasons why the prayer of petitioners should not be granted. Mr. Bird contended:

"First. That the material to be transported would not be shipped any considerable distance, not to exceed, on an average, fifty miles; that the present Iowa



rates on short hauls are substantially lower than in adjoining states, and not remunerative, and that any further reduction would result in a serious loss of revenue to the carriers.

"*Second.* That the haul would be in one direction only, and that the time consumed in sending out and returning a car would require on an average about four and one half days, that a charge of \$1.00 per day for car service is a reasonable charge; that a soft coal rate on a shipment, for, say, a five mile haul, on 20,000 pounds would only be \$3.00, or \$1.50 less than a reasonable charge for the use of the car for four and one-half days.

"*Third.* That coal cars vary from fifteen to thirty tons, while logs are loaded on flat cars, and ten tons is a fair average; that a car of logs will yield much less revenue than a car of lumber.

"*Fourth.* That the low rates on coal, coal props and wood for fuel, was fixed by the Iowa commissioners to benefit the State at large by supplying fuel, an article of great necessity, at a minimum cost to the consumer, and that the railroads are in sympathy with that idea, provided always, full consideration is given to the difference between the revenue derived from such traffic and the cost of operation; and that there is sufficient margin over cost of operation to constitute to fixed expenses, and yield something to the owners of the railroad property.

"*Fifth.* That petitioners aver that picket fence is a growing industry in Iowa, and will largely displace barbed wire; that there are a number of barb wire factories in the State, and that there is no fairness in the proposition to reduce rates in order to close them up, or crowd their products out of the market, and that it would be reasonable to expect a demand from them for reduced rates, to prevent them being driven from the market; that what is true of logs applies equally to the shipments of bolts for excelsior."

The Chicago, Rock Island & Pacific Railway Co. also filed a protest against the prayer of petitioners being granted, setting forth, among other reasons, the following:

*First.* That logs can only be conveniently loaded on flat cars, while wood, coal props and coal can be loaded on all kinds of cars; that it is difficult to load over 20,000 pounds of logs on a car, while 40,000 pounds and over of coal and lumber can be loaded.

*Second.* That the risk in handling a car of logs in a train is greater than that attending any other class of freight, and more liable to cause accident.

*Third.* That the loading and unloading of logs is attended with great strain and injury to the car.

*Fourth.* That the present rate on lumber, soft coal and cord wood is unreasonably low and to require a reduction on logs would be unreasonable and cause a serious loss of revenue to respondents and compel them to carry such shipments at a loss.

The Chicago, Burlington & Quincy and Wabash railroad companies joined the Chicago, Rock Island & Pacific in the protest against the change of classification proposed.

The Chicago & Northwestern Railway Company by Mr. Hazard, agent at Des Moines, also filed a protest against the change in classification, Mr. McCullough, general freight agent, claiming "It would cause a reduction of from 32 to 53 per cent from the charges heretofore made on logs; that their company feels that under the present coal rates, locally, they can only transport freight at a loss, and that the proposed reduction would result in a serious loss of revenue in addition."

The hearing of the case was set for July 2nd in the Commissioners' office at Des Moines. Respondents, however, asked further time, and a postponement was granted for one week.

On July 9th, at the hearing, petitioners were represented by S. F. Prouty, of the Chicago Lumber Company, Marshall Brothers, of the Excelsior Works, McCormick and Dull, of the Des Moines Fence Company, and Mr. Jenkins, a representative of the Hawkeye Rake Manufacturing Company; respondents being represented by Messrs. Cummins & Wright, General Freight Agent Loomis, of the Chicago, Rock Island & Pacific, General Manager Martin, of the Des Moines & Northern, and Agent Hazard, of the Chicago & Northwestern Railway.

Mr. Prouty stated that he is interested in four or five mills in Indiana and Illinois, shipping in logs from Iowa, Illinois and Indiana; that in the latter states he is shipping at a rate about one half that asked for in Iowa by petitioners; that if he can secure the rate asked for he intends going into the milling business in this State; that there are large quantities of elm, basswood, maple, cotton and other soft woods in the forests of Iowa, that are suitable for manufacturing pickets, boxing, excelsior, etc., that are practically useless for any other purpose; that besides these are oak that is valuable and large quantities of the tops and branches of walnut trees, from which the logs have been cut and exported; that with present rates it is impossible to utilize these. Mr. Prouty produced over two hundred freight bills showing the average weight of a car of logs to be about 35,000 pounds, varying from 30,000 to 57,000 pounds per car. He stated as his belief that the reduced rate would result in an increased tonnage in Iowa of some 5,000 car loads per year.

Marshall Brothers stated that they only consume twenty-five cars of material per month, but with the rate asked they could double their business; that owing to present rates being so high they are unable to extend their business in consequence of outside competition. They produced expense bills showing the average weight of cars of logs shipped in to their works to be over thirty thousand pounds. Thirty cars over the Chicago, Rock Island & Pacific railroad, averaging thirty-one thousand, four hundred and sixty pounds; and ten cars over the Chicago, Burlington & Quincy to be thirty-five thousand and ninety pounds, which, at the proposed rate, would yield a revenue of \$9.75 per car on the first, and of \$10.87 per car for the latter shipments, the distance hauled being forty three miles.

Mr. Jenkins, of the Hawkeye Rake Manufacturing Company, a new industry just locating in Des Moines, stated that his company had come to Iowa to manufacture rakes. Have discovered a large body of second growth ash about forty-five miles from Des Moines, which we can utilize to a good purpose if we can get the rate proposed. Our handles are shipped in now from Ohio and Indiana, as the rate from there at present is such that we can ship them here cheaper than we can manufacture them in Iowa. If the proposed rate is granted we will ship in here a large number of car loads of logs and the manufacture of 80,000 dozen handles would make about fifty car loads additional freight. If we cannot obtain the rate proposed we will be compelled to go east, taking about one hundred hands, with our industry, out of the State.

#### FINDING OF COMMISSIONERS.

The decision in this case turned upon these points:

1st. Is the present classification of logs in the rough unreasonable, as compared with lumber and other manufactured products?



2d. Will the rates under the proposed classification be compensatory and yield a fair revenue to the carrier, and furnish to them increased traffic?

It was developed at the hearing that in the transportation of logs, flats are used, the cheapest rolling stock of a railway—cars that are in less demand than any other; that it requires about three car loads of logs to make one of lumber; they are liable to little, if an, damage or loss in transportation; are much inferior in value, and being in the rough, for manufacturing purposes, the carrier gets a second haul on the manufactured article, and only one on lumber, doors, sash, etc. That it has been the custom of the roads, where two or more hauls are secured on any article, to grant concessions.

That the proposed rate will be compensatory is evidenced by several hundred shipping bills introduced, showing a car load of logs to be from 30,000 pounds to 57,000 pounds; that on the average of thirty cars over the Chicago, Rock Island & Pacific Railway, shipped to the Des Moines Excelsior Works, a distance of forty-three miles (forty-five mile rate), average weight was 31,460 pounds, and the rate per car would be \$9.75, and for ten cars to same works, over the Chicago, Burlington & Quincy Railroad, an average weight of 35,000 pounds, a rate of \$10.87 per car would prevail. On the same shipments, a distance of twenty-five miles, a short haul, the rates would be, on the Chicago, Rock Island & Pacific, \$7.00 per car and \$7.87 per car on the average shipments over the Chicago, Burlington & Quincy, as shown. On 40,000 and 50,000 pound cars, which are frequently hauled, the rate would be \$13.20 and \$16.50 per car for fifty miles, and \$9.20 and \$11.50 per car for twenty-five miles.

It was in evidence further that in Illinois and Indiana a much lower rate on logs than asked for in Iowa has voluntarily been put in by the companies in those states, resulting in the development of a goodly number of industries and a large amount of transportation.

The statements of the different manufacturers were uniform, that under the present rates their business is greatly retarded, that they are compelled to meet outside competition and lower rates and are able to utilize but a small portion of the soft woods in our forests; that there are thousands of walnut tree tops rotting in the forests that can not be utilized under present rates that would furnish transportation for the carriers, find a remunerative market for the owner, and work for our mills and laborers, if the proposed classification and rates are established.

The Commissioners are of opinion from the facts developed at the hearing that the present classification of logs in the rough with lumber, doors, sash, etc., is unreasonable; that the classifying of the same with coal, coal props and wood for fuel is a proper one, and the rate compensatory; that the present rate is so high as to prevent the development of this industry, one of the railroad officials stating at the hearing that such a thing as a saw-mill supplied by rail with the raw material, for manufacturing is almost unknown in Iowa.

In a former hearing on this question, President Ives, of the Burlington, Cedar Rapids & Northern Railway, in response to the application of the Kerr Barrel and Box Company, of Muscatine, for a wood and coal rate on rough logs, wrote the Commission under date of July 28, 1890, as follows:

"In the case of the Kerr Barrel & Box Company, of Muscatine, we advised them to ship their elm logs as wood. Rates on wood same as lump coal, Adams to Muscatine, (thirteen miles) 22 cents per hundred pounds. As we have heard no further complaint, we suppose rate is satisfactory: I think for this class of logs, 'elm' wood rate is fair."

(Signed)

C. J. Ives, President.

From the facts developed in the case both from statements of manufacturers and railroad officials, expense bills of the carriers and voluntary action of the roads heretofore, the commissioners are of the opinion that a change in the classification of logs should be made in the interest of all concerned. It is therefore ordered by the Board of Railroad Commissioners of Iowa that the classification of logs on and after August 1, 1891, be as follows:

Logs in the rough ten (10) feet and under in length, soft coal (lump) rates.

Logs, rough, over ten (10) feet in length, 25 per cent less than soft lumber tariff rates.

The minimum of a car load to be 30,000 pounds.

*Des Moines Iowa, July 15, 1891.*

CHAS. V. MAJORS (with Omaha Rubber Company, Omaha, Nebraska).

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

*Damage from delay of baggage.*

Complaint filed May 27, 1891.

On May 25, 1891, C. V. Majors, salesman for Omaha Rubber Company, purchased a ticket and checked baggage from Glenwood to Sidney, Iowa, over the Chicago, Burlington & Quincy Railroad. On changing cars at Hastings for Sidney, complainant failed to find his baggage, which had been left at Glenwood, and he was detained twenty-four hours, there only being one train a day over the road to Sidney. He complains of loss of time and expense by delay, and asks a damage of respondent for the same.

Respondent, on receiving copy of complaint, acknowledges the main facts, but sets up that complainant utilized the time of delay by visiting the town of Emerson, and suffered no great inconvenience or delay. Respondent, however, expressed a desire to settle the matter satisfactorily to complainant, and on August 3d the latter writes the Commission acknowledging satisfactory adjustment of the matter. Case closed.

*Des Moines, Iowa, August 5, 1891.*



CITIZENS OF CORNING, IOWA,  
 vs.  
 CHICAGO, BURLINGTON & QUINCY R'Y CO. } *In relation to additional train service.*

Complaint filed May 27, 1891.

May 27, 1891, the following petition, signed by about 160 citizens of Corning, Iowa, was presented to the Commissioners:

*"To the Hon. Board of Railway Commissioners of the State of Iowa.*

The undersigned citizens of Corning, Iowa, and vicinity, respectfully complain to you of the lack of proper train service of the C., B. & Q. R. R. Co., at this point, for the following reasons: We would respectfully show that no through west bound passenger train stops at this station; that there are only two west bound passenger trains during the twenty-four hours that stop for passengers. They are as follows: Train No. 11 due here at 4:05 A. M., which train is a regular train going no further west than the Union Pacific transfer. The other train, No. 3, due here at 2:48 P. M., and going no further than McCook, Nebraska. There is a through west bound train, No. 5, which passes this station at about 6:30 A. M. This train stops at every county seat in the State of Iowa, except Corning, which is the county seat of Adams county. In addition to this, this train, No. 5, stops at Afton, a town not a railroad crossing nor a county seat, and with an accredited population of 1,500. It also stops at Glenwood, a county seat; but we would call your attention to the fact that Glenwood is of the same population as Corning, and is not a point where there is either a branch or a cross-road.

"It is absolutely impossible with our present service for a passenger to go further west than McCook, Nebraska, without a change of cars. The passengers from Chicago or eastern points are required to come on a slow train, or are compelled to change cars at Creston and then come to Corning on a freight train in order to make any reasonable time. We regard this as an unnecessary discrimination against this town, and respectfully state that this is a matter of great inconvenience and detriment, both to the traveling public and to the business interests of Corning. Wherefore, we would respectfully ask that you take such action in the matter as shall in your judgment be deemed proper."

At the same time another petition in relation to the same matter was also presented to the Board, signed by about sixty-five traveling salesmen, setting forth that they were greatly inconvenienced and frequently put to extra expense by reason of the train service at Corning.

Copies of these petitions were at once sent to the proper officers of the respondent company, and under date of June 4, 1891, Mr. Wilson, the Superintendent of the Iowa lines of said company, says to the Board in reply: "This matter will have prompt attention, and I will take pleasure in advising you as soon as the investigation can be completed."

Not long afterwards the General Superintendent and Division Passenger Agent of said company for its Iowa lines appeared before the Board in person, and a conference was had in relation to the matter, and assurance was given the Board that as soon as practicable the grievance complained of would be removed or remedied.

On July 25, 1891, the Commissioners were informed by the petitioners that "Train No. 5 now stops at Corning, and so long as they continue to stop the service is satisfactory to the petitioners. Case is therefore closed.

*Des Moines, Iowa, August 19, 1891.*

CITIZENS OF DALLAS COUNTY, IOWA,  
 vs.  
 CHICAGO, ROCK ISLAND & PACIFIC RAIL-  
 WAY COMPANY. } *Station facilities.*

Complaint filed April 25, 1891.

#### DECISION OF COMMISSIONERS.

April 25, 1891, John Leyner, and about one hundred other residents of Dallas county petitioned for the establishment of a station near the point where the Des Moines and Fort Dodge branch crosses the line between sections 2 and 3 in township 78, range 26, such point being about midway between Ashewa and Waukee. To this petition General Manager St. John replied that he had investigated the matter and found no necessity existing for establishing a station at that point; that the stations of Ashewa and Waukee are only seven miles apart; that the point selected for the station is only between three and four miles from Commerce, a station on the main line, and but two or three miles from Campbell, a station on the Des Moines & Northwestern Railway.

The petitioners claimed that the distance by wagon road to Commerce from the proposed station was seven and one-fourth miles, to Campbell three and three-fourths miles, to Booneville seven and one-half miles, and five miles to either Ashewa or Waukee; that when the roads are bad it is almost impossible to move produce over them; that several of the petitioners are not less than five miles from any post-office, and that the establishment of the station would add to the business of the company.

A protest was filed, signed by five business men and firms at Waukee, claiming that the establishment of another station would be detrimental to their interests, and that the necessities of the country did not demand the additional station asked for.

A committee representing petitioners called at the commissioners' rooms on the 28th day of July, 1891, and presented the case at some length, and submitted also the distance by wagon road that each petitioner's residence was from a railroad station. Ten of the petitioners were found to be five and one-half miles away, and eighteen, four and three-eighths miles, the other petitioners being a less distance.

Upon examination it was found that there were seven railroad stations within a distance of seven or eight miles of the proposed station, viz: Waukee, Ashewa, Commerce, Booneville, Valley Junction, Clive, and Campbell, which, to the com-



missioners, would seem to afford reasonable station facilities for that locality, and the commissioners do not feel that they would be justified in ordering another station in that vicinity, with the additional expenses incident thereto.

*Des Moines, Iowa, August 26, 1891.*

JAS. R. TURNER, WIOTA, IOWA,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAIL-  
WAY COMPANY.

*Obstruction of Water Course.*

Complaint filed July 28, 1891.

On the 23rd of July, 1891, James R. Turner of Wiota, complained that the Chicago, Rock Island & Pacific Railway Company in the construction of its road-bed, undertook to change the course of the water from its natural outlet, and backed it up on his land, where it stood three to four feet deep, the ditch they had constructed to carry it off filling up and failing to carry off the water.

A copy of complaint was served on respondent, and on August 17, A. Kimball, Assistant to President, wrote the Board:

"I have investigated the matter and find, as Mr. Turner states, that the wash from the hillside fills the ditch made to carry off the water; and I have directed that a twenty-four inch iron pipe be put through the embankment to carry the water to the natural channel spoken of by Mr. Turner."

The evil complained of having been remedied, the case is closed.

*Des Moines, Iowa, September 9, 1891:*

Subsequent to the entry of the above, to-wit: on the 13th of September, 1891, the complainant wrote the Board, saying:

"I am sorry to inform you that the work of draining my field by the Chicago, Rock Island & Pacific Railway Company is not completed or commenced."

The attention of the company was again called to the matter, and under date of September 16th, Mr. Kimball, assistant to president, writes as follows:

"I supposed the iron pipe was in before this, as it was ordered when I wrote you. I find however, upon inquiring of Mr. Preston, Roadmaster, that he has not received the pipe. I will now hurry it up and see that it is done without further delay."

Under date of November 9th, 1891, the complainant writes, saying:

"I am glad to inform you the Railroad Company has made the culvert through the embankment on my place, and I think we will have no further trouble."

Case is therefore closed.

*Des Moines, Iowa, November 25, 1891.*

C. SHELLHAMMER, BEULAH, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAIL-  
WAY COMPANY.

*Failure to repair fences, etc.*

Complaint filed August 3, 1891.

Under date of July 31, 1891, C. Shellhammer, of Beulah, Iowa, wrote the Board as follows: "I have notified the officers of the Chicago, Milwaukee & St. Paul several times to keep their fence in repair along my land on the main line of the Iowa & Dakota Division, which they have failed to do. I have also some land along the Elkader branch of said road, and they have failed to build a fence on my side of the road, although they have built it on the other side."

The attention of the proper officers of said company was called to the complaint and prompt attention was promised by them.

Under date of September 8, 1891, the complainant informed the Board that the fence in question was built by the company "and everything is now made satisfactory." Case closed.

*Des Moines, Iowa, September 9, 1891.*

D. MORRISON, ARTHUR, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

*Farm crossing.*

Complaint filed August 12, 1891.

The following is a copy of the complaint in the above entitled matter:

*ODEBOLT, IOWA, August 10, 1891.*

*Hon. Board of Railroad Commissioners, Des Moines, Iowa:*

Gentlemen: The Chicago & Northwestern Railroad Company running through my farm in sections 24 and 25, 39, 57, Ida County Iowa, built a heavy bridge of large timbers for my use under a railroad bridge of their own. In this summer's washouts my large bridge was taken away so far that I nor their section men cannot move it back. I am now trying to get from the fields south of my house with the grain and the way my land is situated I cannot move or care for my grain without this bridge. I have telegraphed the C. & N. W. R'y. Co., of my trouble and the station agent at Arthur, Iowa, has written them to have the bridge fixed but at this writing no action is being taken by them to repair or keep up this crossing put up by them for my use in 1890.

I would respectfully ask that you call their attention to this matter at once as I must save my grain. This manner of giving me a crossing is not high enough or safe enough to allow hay or grain to be hauled through; and respectfully request you to assist me to my rights. Yours,

D. MORRISON.

The attention of the respondent company was at once called to the same by the Secretary of the Board. In reply Mr. H. H. Hughes, Superintendent of the Northern Iowa Division, under date of August 17, 1891, says:



"I will investigate the matter at once and if the facts are as stated by him (Mr. Morrison) will have the bridge replaced without delay."

Under date of August 19th, the same superintendent reports to the Board that "this bridge has now been replaced so as to enable him to get through all right."

September 3, 1891, the complainant, Mr. Morrison, in reply to an inquiry from the Secretary states: "The railway company has replaced the bridge for me and I have fully accepted the same."

Case is therefore closed.

*Des Moines, Iowa, September 9, 1891.*

BOARD OF TRUSTEES OF THE IOWA INSTITUTION FOR THE EDUCATION OF THE DEAF AND DUMB AT COUNCIL BLUFFS, IOWA,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

*Overcharge for switching.*

Complaint filed June 30, 1891.

#### DECISION OF COMMISSIONERS.

Complainants aver that on February 26, 1891, the respondent, the Chicago, Rock Island & Pacific Railway Company, switched eight cars of ice from the Union Pacific Transfer yards in the city of Council Bluffs, to what is known as the "D. & D. switch," just outside of the city limits of said city, for which service a charge of \$82.12 was made the said Institution for the Deaf and Dumb; that the switching was done by the regular switch engine of said company, and that it is only entitled to regular switching charges for such service.

The respondent company admitted the charge of \$82.12, and denied that the service performed was in any manner a switch; that the "Deaf and Dumb switch" is located two miles east of the yard limits of the company, and three miles and 580 feet from the point where the cars were delivered to it.

The investigation made discloses that the cars were received from the Chicago & Northwestern Railway, and were handled by the switch engine and crew under order number 32, which reads "Shane, Eng. 327 will work between Council Bluffs and Chautauqua until 10:40 P. M. avoiding regular trains and will use one hour on the time of train ninety-one, Eng. 227 between Council Bluffs and Chautauqua."

Switch engines are run inside the yard limits or station limits without special orders and do not ordinarily go out on the main line without orders. The distances were substantially as stated by the respondent.

The question to be determined in this case is whether the service performed was a switch or a haul, there being no complaint but that the charges were correct for a regular haul of five miles or less under the commissioners' tariff. In a previous case in the Commissioners' Report for 1890, page 901, *Wylie vs. C., M. & St. P.*, it was held that "The general definition of a switch is that movement of cars within yard limits where an engine and cars may run without orders from the dispatcher

or in other words, that occupancy of the tracks that belong to yard engines and where all approaching trains are expected to run with special care knowing their rights of track are second to switching trains."

It is true that legitimate switching may be done with a regular train made up for the road, and at the same time a haul may, under certain circumstances, be performed by a switch engine and crew. If these cars of ice had been taken out on a regular freight train and dropped off at the Deaf and Dumb siding, a siding off from the main line and entirely outside of yards, there would be but little reason to claim that it was a switch. The work having been done by the switch engine which ran out and placed the cars and presumably returned to the yards, even though under special orders, presents some ground for the claim that it was a switch. The Commissioners, however, are disposed to adhere to their decision made in *Wylie's* case referred to, and hold that the service performed in this case was a train service, and being a train service the tariff rate may be legitimately charged.

There is an industry located on this Deaf and Dumb side track engaged in the manufacture of paper that ships straw and coal in and paper out. The complainant also ships in coal and other freights, and the question again arises as to whether the Commissioners should adhere to the five mile rate, or fix a rate for a haul of less than five miles, taking into consideration the circumstances and conditions affecting each case. If the complainants, or any other persons interested, desire to take the question up for future business from this standpoint, a hearing can be had at an early day.

*Des Moines, Iowa, September 22, 1891.*

CITIZENS OF BUNCH, IOWA,

vs.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY.

*Station facilities.*

Petition filed April 22, 1891.

#### DECISION OF COMMISSIONERS.

The citizens of Fox River Township, Davis County, petitioned the Board April 22, 1891, for station facilities at what is known as Bunch Post Office and Paris Siding, on the southwestern division of the Chicago, Rock Island & Pacific Railway, for receiving and forwarding freight and passengers, representing that the section of country in the vicinity was without reasonable transportation facilities, there being no station for a distance of six miles and over, at each side of Paris; that an amount of business that would be remunerative would be transacted at that point if a station was put in. In response to the petition the respondent's General Manager St. John replied:

"In 1878 this Company stopped its passenger trains, Nos. 3 and 4, (which trains were local and only running to Trenton) at this point called Paris, for a year or two, and they also stopped the local freight trains at that point about the same



length of time, but there was no business to speak of, not sufficient to warrant the stops, and they were abandoned."

August 27, 1891, the Commissioners visited the site of the proposed depot, respondent being represented by C. C. Parker. The testimony of S. B. Downing, M. Ogden, W. J. Shuck, C. C. Parker and others was taken. It was developed at the hearing that at the time of the construction of the road, the representatives of the company secured subscriptions, right of way, etc., on condition that a depot would be established at that point; then a siding was put in, and trains stopped there for a time, but were discontinued, it is alleged, for lack of business. As there are no facilities for doing a shipping business at that point, this ought not to have been expected by respondent.

The Commissioners found the location at Paris level for a considerable distance and suitable for a depot and sidetracks; the distance to a station each side is six miles, the usual distance between stations; the country is a fair farming country, thickly settled, and with facilities for shipping would furnish a reasonable amount of business. There is a store at Bunch, and several dwellings in the vicinity; parties desire to start other stores there, it is claimed, if they can have a station at that point.

The Commissioners regard the distance as a reasonable one for another station; they are of opinion that the lack of business there has been caused by lack of facilities for shipping; they think the community is at a disadvantage as to the same, being compelled to haul their produce long distances, which could be avoided by putting in a station at Bunch. That the respondent or its representatives covenanted with the people of that vicinity to give them depot facilities, securing right of way, subscriptions, etc., in consideration thereof.

Under all these conditions, the Commissioners are of the opinion that the convenience and accommodation of the public require the establishment of a flag station at Paris siding, with a suitable station building, stock yards, and such other shipping facilities as are usual at similar stations; and the respondent, the Chicago, Rock Island & Pacific Railway Company is so informed by this Board, and required to put the same in within sixty days from date of this order.

*Des Moines, Iowa, September 23, 1891.*

J. S. SMITH, JEWELL, IOWA.

VS.

CHICAGO & NORTHWESTERN RAILWAY  
COMPANY.

Filed September 22, 1891.

September 22, 1891, J. S. Smith of Jewell, Iowa, appeared before the Commissioners and stated that about six weeks prior he made application to the Chicago & Northwestern Railway Company for two lots in the station grounds at Jewell on which to erect a grain elevator with a capacity of 15,000 bushels. That about two weeks after making such application, Superintendent Hughes informed him that

*Application for location for elevator on  
station grounds.*

the Weir Commission Company wanted to sell him one of their elevators at that point and put him off by referring him to that company, that later he requested a definite answer from the Northwestern Company and the reply received from Superintendent Hughes, through the agent was that he thought "our folks think they have enough elevators at Jewell." The application was sent to the company and on September 29, General Manager Whitman replies that he had a letter from Superintendent Hughes in which he stated that he did not refuse Mr. Smith a site for an elevator, but on the contrary had assigned to him warehouse lots 3 and 4. On October 5, Mr. Smith advised the commissioners that on September 22, Superintendent Hughes wrote him a letter informing him that lots 3 and 4 would be staked out for his use; that while the lots had not as yet been staked out that he had gone to work on his building and that the difficulty was virtually disposed of. Case closed.

*Des Moines, Iowa, October 27, 1891.*

JAMES NICHOLAS, SUPERVISOR ROAD DISTRICT, HILTON  
TOWNSHIP, IOWA COUNTY,

VS.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

*Highway crossings.*

Filed June 25, 1891.

The complaint in this case is as follows:

WILLIAMSBURG, IOWA COUNTY, June 19, 1891.

*The Board of Railroad Commissioners:*

GENTS:—I write you in regard to a highway crossing in my road district over the Chicago, Milwaukee & St. Paul railroad, two and one-half miles north of Williamsburg, which is very dangerous, and a great annoyance to public travel. In fact, it is the most dangerous crossing that I know of anywhere, and I have failed to get the company to put it in safe condition. Last year I corresponded with the company in regard to it, and they sent their engineer to examine it, and he reported the crossing very dangerous, and made recommendations as to how it could be made safe, one of which was, "Fill the road from side to side, and make the approach to the crossing wide enough that a team could turn around, and raise the fence on top of the bank instead of at the foot of the bank, and make it out of lumber instead of wire." The railroad crosses the highway on an embankment of about ten feet. A profile of the proposed crossing was sent to me, asking if I would be satisfied with it, and I told them I would, and they promised to have it done as soon as they could get a man to do the work. In the mean time, after the correspondence with me, before the work was done, the superintendent was changed; Mr. Williams left, and Mr. Cable took his place. In the fall a man was sent here to fill the road, but they only filled about one-half of what was recommended. The approaches were made a little higher and wider, but did not make it any safer, as the wire fence is still at the foot of the banks on both sides.

The circumstances connected with it are what make it so dangerous. There is a heavy grade from the north and a curve in railroad and cut to north, so a team coming from the south can not see a train till he is right up to the crossing, and then not more than ten rods away. Now will your body come down to see it and arbitrate between us and the company.

The highway has as much travel as any country road that I know of. I live in sight of the crossing and I have seen a good many narrow escapes, one team went over the bank this



spring into the wire fence and I helped one man out of there last fall, himself and horse considerably hurt. Yours appealingly,  
JAMES NICHOLAS,  
Supervisor Road District No. 6, Hilton Township, Iowa County, Iowa.

The matter was duly presented to the proper officer of said railway company, and under date of July 9, 1891, A. J. Earling, general manager, writes to the secretary of the Board as follows:

"Replying further to your letter of June 25th, relative to the highway crossing in Hilton township, near Williamsburg, Iowa, instructions have been given to widen the approach and to build a fence on the edge of the embankment if it shall be found necessary to do so."

In answer to inquiry about the matter, Mr. Nicholas again writes the Board under date of July 25, 1891, as follows:

"In reply to yours of the 14th and 24th, would say that six rods of board fence have been built on the east side of north approach. There is nothing done on the south approach which is longer and narrower and, in my opinion, more dangerous. The engineer recommended extending the culvert that is under railroad forty feet under the approach, that has not been done. Consequently there has to be a hollow left there so the water can pass when there is any. The crossing is far from satisfactory. By the diagram in pencil you see that the company's culvert and ours don't correspond. The west side where a horse would jump if a train would come, but if a fence was placed on the west they might back to the east into the ditch, but the whole thing is too narrow; there is not enough room nowhere to turn around. I wish your body would see the place and decide what should be done."

Yours respectfully,

JAMES NICHOLAS,  
Superintendent Road District No. 6.

Mr. Earling's attention was again called to the matter, and under date of August 19th he says in reply:

"I expect to go over that line sometime next week and will take occasion to make a personal inspection of the premises, and if any further work is required it will have attention."

And under date of September 5, 1891, he says in relation to same matter:

"I have been over the line and I find that the reason the work at this crossing has not been completed is because we have been unable to procure teams to do the necessary grading, but it will be completed as soon as teams can be procured, after which a fence will be constructed so as to make the approaches perfectly safe."

Upon inquiry later addressed to Mr. Nicholas he writes under date of November 21, 1891, to the Superintendent of the Board as follows:

"Your favor of the 19th at hand. In reply will say that the company has widened considerable on the approaches and put a fence on both sides, although the approaches are not wide enough for a team to turn around and the fence is inch boards, but it has an air of safety and the people seem to be satisfied and so am I. Thanking you, etc." Case closed.

JAMES NICHOLAS, Superintendent.

Des Moines, Iowa, November 24, 1891.

CITIZENS OF OAKVILLE, IOWA,

VS.

Station facilities

IOWA CENTRAL RAILWAY COMPANY.

Filed June 13, 1891.

The complaint in this case is as follows:

OAKVILLE, IOWA, June 12, 1891.

To the Honorable Board of Railroad Commissioners:

We, the undersigned business men of Oakville, Iowa, petition to investigate the depot matter at this point on the Iowa Central Railroad. They have a building, twelve by fourteen feet, and it is used by the company for passengers, freight, and agent's office. If bad weather, we are compelled to attend the trains to get out goods to our buildings and have them badly damaged in moving them in the rain.

We have several times asked the company to attend to the matter, and they reply by saying they will look into the matter, but as yet have failed to comply with their promise. Please give this matter your immediate attention.

Respectfully,

CHAS. E. CREIGHTON.  
ELUCK, BUS & Co.  
MILLER & INGERSOLL.  
R. C. BURRELL.

In reply to this the General Manager of the company, under date of June 19, 1891, writes as follows:

W. W. AINSWORTH, Secretary Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—I have yours of June 13th in regard to complaint as to size of depot facilities at Oakville, and in reply will say our depot there is small, as also is the business. Our earnings on all business received there during past twelve months was only \$362.07, which does not pay the salary of agent, but as soon as we feel that we can afford to increase the depot facilities at that point, I will be very glad to do so. There is some forwarding business in car lots from that point, but it does not pass through the depot, and I am inclined to think they have as much depot room according to amount of business done, as any point on our line.

Yours truly,

C. H. ACKERT, General Manager.

In answer to this letter the complainants send a statement of the business that they claim was done at that station from January 1st to July 1st, 1891, which is considerably in excess of the amount stated by the respondent.

Considerable correspondence thereupon ensued between the Commissioners and said railway company in relation to the matter in question. Under date of August 7, 1891, Mr. Ackert, general manager says:

"In regard to Oakville depot will say that an addition to the present depot is all we can do now. If at some future time we can afford to build a larger depot at that point I will be glad to do so."

Under date of November 12, 1891, in answer to inquiry from the secretary of this Board, the complainant, Chas. E. Creighton, says:



"The Iowa Central has completed the extension to the depot, same being finished November 5, 1891."

In the judgment of the Board the circumstances of the case do not require any further action on their part in the premises, at the present time, and case is closed.

*Des Moines, Iowa, November 25, 1891.*

THE MASON CITY AND FORT DODGE  
RAILWAY COMPANY

VS.

C. S. RINGLAND & ELIZABETH S. DERING.

*Application to the Board of Railroad  
Commissioners of Iowa, requesting  
them to fix amount of land necessary  
for depot grounds on southeast  
quarter of northwest quarter, 13,  
88, 28.*

Be it remembered that on the 6th day of August, 1891, the Mason City & Fort Dodge Railroad Company applied in writing to the Board of Railroad Commissioners of Iowa to fix the amount and description of the additional lands necessary for the reasonable transaction of the business, present and prospective, of said railroad company, for depot purposes, at the station of Evanston, on the southeast quarter of the northwest quarter of section thirteen (13) in township eighty-eight (88), north of range twenty-eight (28), west of the 5th P. M., Iowa; and to give notice as provided by Chapter 190, of the Acts of the Twentieth General Assembly of Iowa, entitled "An act to authorize railway corporations to condemn lands for additional depot grounds."

That pursuant to said application, said Board of Railroad Commissioners of Iowa gave notice to George S. Ringland, owner, and Elizabeth S. Dering, claimant of said land, in writing, that said Board would meet on the grounds, the place above described, on the 25th day of August, 1891, at fifty minutes past eleven o'clock, a. m., of said day, to determine the amount and description of the lands necessary for the reasonable transaction of the business of said company, present and prospective, at said station, which notice was duly served by the Sheriff of Webster County, Iowa, on said parties.

That at the time and place aforesaid, the said Board of Railroad Commissioners met on said premises, the land above described, and examined into the matter and determined the amount and description of lands in addition to the land now occupied by a side track at said station, which is necessary for the reasonable transaction of the business, present and prospective of such railway company; and pursuant to said determination and finding; as provided by said act, and to enable said company to condemn the same, said Board of Railroad Commissioners hereby certifies to the clerk of the district court of Webster county, Iowa, that the amount of such land necessary at said place for depot purposes, as fixed and determined by said Board, is described as follows, to-wit:

Commencing at the center of the highways on the south and east line of the southeast quarter of the northwest quarter of said section thirteen (13) at the center of said section, thence north, one hundred and five (105) feet along the center of the highway; thence in a northwesterly direction and parallel with the railroad track, one hundred and fifty (150) feet from the center thereof, twelve hundred and six (1206) feet to the north line of said forty acre tract, to a point one hundred and

fifty (150) feet, measured perpendicularly from the center of the railroad track as now constructed; thence west, along the north line of said forty acre tract, two hundred and sixty-eight (268) feet, crossing said railroad track, to a point one hundred (100) feet from the center of said railroad track, measured perpendicularly; thence parallel with said railroad track; one hundred feet from the center thereof, in a southeasterly direction to the center of the highway on the south line of said forty acre tract; thence along the south line of said forty acre tract, in the center of said highway, one hundred and ninety-five (195) feet to the place of beginning; the description of said land being shown by the attached plat made part hereof; and the one hundred (100) feet of right of way, fifty feet on each side of the center line of said railroad track, included within said description, being no part of the additional lands necessary for depot purposes.

Wherefore, it is ordered by the Board that this certificate be duly signed by the chairman of the Board and attested by the signature of the secretary of the Board and the seal thereof, this 22d day of September, A. D. 1891, and that the report so signed and attested be forthwith forwarded by the secretary of the Board to the said clerk of said court of said county of Webster, in which said land is situated.

FRANK T. CAMPBELL,

*Chairman of the Board of Railroad Commissioners of Iowa.*

Attest: W. W. AINSWORTH, *Secretary.*

F. E. DICKER, CORRECTIONVILLE, IOWA,

VS.

CHICAGO & NORTHWESTERN RAILWAY  
COMPANY.

*Highway crossing.*

Complaint filed December 23, 1889.

#### DECISION OF COMMISSIONERS.

On the 20th of December, 1889, F. E. Dicker, of Correctionville, asked the commission to order respondent to put in a crossing over its track at the southwest quarter of section 17, township 89, range 42, near Pierson, in Woodbury county, claiming that the highway has recently been changed to run on government lines, and that the county supervisors and attorney had notified respondent to put in said crossing and they had paid no attention to the notice.

The respondent, on being informed of the application for the crossing, made to the Commissioners, set up that the new highway and crossing, said to have been established, were not shown to exist by the records of Woodbury county, and that the auditor said there was no such road indicated on the plat book. After long delay and repeated requests for further information from petitioner, Mr. Dicker finally replied, February 27th, stating that at the January meeting, 1891, of the Board of Supervisors his "petition for said road was rejected on the ground that the railroad company filed a claim for \$500 damages," which complainant declined to pay. It being conceded no road is established where said crossing is asked, the Commissioners have no jurisdiction in the matter. Case closed.

*Des Moines, Iowa, March 26, 1891.*



T. A. CUNNINGHAM, CLARE, IOWA.

vs.

CHICAGO, BURLINGTON &amp; QUINCY RAILROAD COMPANY, AND CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY COMPANY.

*Unreasonable switching charges. Re-hearing.*

## DECISION OF THE COMMISSIONERS.

On the application of complainant, the above entitled cause which was decided in favor of complainant July 3, 1890, was set for re-hearing April 23, 1891, at 2 P. M. Respondent failed to be represented, T. A. Cheshire, assistant to the Attorney General appearing for complainant, the case was re-opened and further considered. From additional information coming to the knowledge of the Commissioners, their former action was reconsidered, and the Commissioners find that for the haul under consideration, and similar hauls at Des Moines, a reasonable charge for switching cars from the delivery track of the Chicago, Rock Island & Pacific Railway to the Sleeper Starch Works on the Chicago, Burlington & Quincy Railroad, is two dollars per car for a single car; one dollar and fifty cents per car where two cars are switched at one haul, and one dollar per car where three cars or over are switched at one haul; that any charges exceeding the above are unreasonable and exorbitant; that in the case in controversy the respondent, the Chicago, Burlington & Quincy Railroad Company is hereby ordered to cease and desist from any charge in excess of the rates fixed herein for any of the services herein named. It is further ordered, that the respondent, the Chicago, Burlington & Quincy Railroad Company, make full reparation in this case to complainant, and refund to him within thirty days from date, all sums charged him in excess of the rates herein named and fixed by the Commission.

*Des Moines, Iowa, April 23, 1891.*

*In the matter of the proposed viaduct at Avenue A, over Fourth street, in the city of Cedar Rapids, Iowa.*

CITY OF CEDAR RAPIDS, IOWA.

vs.

CHICAGO &amp; NORTHWESTERN RAILWAY COMPANY; BURLINGTON, CEDAR RAPIDS &amp; NORTHERN RAILWAY COMPANY; CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY COMPANY, AND CEDAR RAPIDS &amp; CHICAGO RAILWAY COMPANY.

## DECISION OF THE COMMISSIONERS.

On December 9, 1890, J. J. Snouffer, Mayor of the city of Cedar Rapids, filed with the Commissioners an application for the approval of the location selected by the city council of Cedar Rapids for a viaduct over the railroad tracks of the

respondents, the Chicago & Northwestern Railway Company, the Burlington, Cedar Rapids & Northern Railway Company, the Chicago, Milwaukee & St. Paul Railway Company and the Cedar Rapids & Chicago Railway Company, on Avenue A, in pursuance of the provisions of chapter 32, of the laws of the Twenty-second General Assembly.

Notice was sent to the respondent companies that the Commissioners would view the proposed location on December 16, 1890.

On that day the Commissioners went to Cedar Rapids, met the representatives of the respondent companies and the mayor and members of the city council, viewed the proposed location, took testimony and heard argument from the parties interested, and at the request of the parties hereto, adjourned the further hearing until January 6, 1891, at the Commissioners' office in Des Moines.

On January 6th the hearing was resumed at Des Moines, the respondents not being represented. A new plan for the proposed viaduct was presented, for a steel bridge, more fully described as follows:

The superstructure shall consist of three spans—sixty-five feet, four inches; eighty-five feet, and sixty feet, four inches, center to center of end pins, making a total length of two hundred and eleven feet, eight inches, from center to center of abutments, and two hundred feet from face to face of abutments at grade of railway tracks.

The extreme width shall be eighty feet from sidewalk rail to sidewalk rail, to be subdivided as follows:

Two roadways, twenty six feet, nine inches in the clear, and two sidewalks ten feet in the clear.

The trusses shall be proportioned to carry the following loads:

1st. A live or moving load of eighty pounds per square foot of roadway and sidewalks.

2d. The dead load of the bridge.

The floor system of the roadway shall be proportioned to carry a moving load of one hundred pounds per square foot and the dead load resting on same.

The dead load shall consist,

1st. Weight of iron and steel in bridge proper.

2d. Weight of iron and steel in roadway joists.

3d. Weight of sidewalks.

4th. Weight of buckle-plate, twenty pounds per square foot.

5th. Weight of sand and brick used in paving.

The superstructure, together with the rocking towers of the sub-structure, shall be built entirely of iron and steel.

The paving of the bridge shall be of brick, one course laid on their 2"x8" surface on a bed of sand at least 1" thick and nothing but the best paving brick shall be used.

The sidewalk floor system may be of pine calculated for an extreme fiber strain of 1,000 pounds per square inch.

The approaches shall consist of retaining walls filled with earth and paved with brick under the specification for brick pavement used in the city of Cedar Rapids at this time.

The retaining walls shall be 2' wide on the top and have sufficient thickness at the ground line to equal four-tenths of its entire height and shall extend 3' below the established grade of the street.



The width between the faces of the retaining walls shall be 80' for the west approach, and 80' for the east approach.

The abutments shall be designed the same as the retaining walls, except they shall be 4' wide on top, by which the approach from the westerly end was to be fixed at a 7 per cent grade, or a rise of twenty-two feet in three hundred and twenty feet, and a 5 per cent grade on the easterly end.

The Commissioners decided to approve the location and the grade of approach of the easterly end and approve of the westerly approach, provided that it be so modified as not to exceed 5.75 per cent, and hold that a viaduct on Avenue A, over the tracks of respondents on Fourth street, is necessary in order to promote public safety and convenience, and the plans submitted are approved with the modifications above named.

*Des Moines, Iowa, January 6, 1891.*

CITIZENS OF WESTFIELD, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY  
Co.

On this 13th day of January, 1891, it was ordered that the decision of the commissioners in this case be amended to read as follows:

"They are, however of the opinion that the location of Westfield, in its relation to the country, is such that the public needs require railroad facilities at that point, and they would regard a station with an agent to procure cars and for billing purposes as necessary 'to promote the convenience and accommodation of the public,' and they so inform the company, and the company is hereby required to keep the station opened and warmed a suitable time before the arrival and after the departure of trains carrying passengers and to provide an agent to procure cars for shippers and bill freight from that station.

*Des Moines, Iowa, January 13, 1891.*

J. M. JOSEPH, CRESTON, IOWA,

vs.

AMERICAN EXPRESS COMPANY.

*Request to re-open case.*

#### DECISION OF COMMISSIONERS.

In the matter of the foregoing complaint of excessive express charges, the commission filed a decision December 5, 1890, closing the case, respondent company claiming error in charge and rendering complainant amount of overcharge.

December 8, complainant wrote the board, declining to accept refund, and asking the commissioners to pass on the question as to whether the charge was a reasonable one, and whether the rates charged generally were not unreasonable and exorbitant.

A further investigation of the complainant, as to the route, distance, etc., developed that the shipment in question, passed out of Iowa into Illinois, and was carried from Waukon to Sabula, Iowa, thence via Savannah and Monmouth, Illinois, to Creston, Iowa, a distance of 456 miles. The question of the jurisdiction of the commission over cases of this character is disputed by the carriers, and is now pending in the courts.

If the route taken by the shipment in this case is the most direct, it is the opinion of the board, that considering the distance carried, the weight and character of the shipment, care required, etc., that the charge as modified by the carrier, from any information the board has, is not an unreasonable one.

*Des Moines, Iowa, January 20, 1891.*

*In the matter of passenger facilities on the Chicago, Rock Island & Pacific Railway Company.*

On December 9, 1890, Morean Carroll, writing from Tiffin, Iowa, complained to the Commissioners that the passenger service afforded by the Chicago, Rock Island & Pacific Railway Company at that point was not adequate. That but two trains daily east bound carried passengers, one a freight at 5 P. M., and one a passenger at 9:30 P. M. Tiffin is the first station west of Iowa City, the county seat of Johnson county, and eight miles distant therefrom. That complainant and others desired to have the trains run so that they could go to Iowa City during the forepart of the day and return home during the afternoon or evening. That formerly a freight train east bound passed Tiffin at about 9 A. M. and carried passengers, but that within the past few weeks said train had ceased to carry passengers to the great inconvenience of the residents of Tiffin and vicinity.

To this complaint, when sent to the company, Thos. S. Wright, Esq., General Attorney, replied by way of answer and argument, substantially, that in the finding of the Commissioners in the case of McGuire against his company, it was held, without making an order, that the law required freight trains carrying passengers to stop the cabooses at the platform of depots. That sundry passengers for the sole purpose of asserting a legal right had demanded such delivery. That such service was often times difficult and always inconvenient and expensive. That the business on his line did not justify an additional train and that the company was affording more accommodations than it was getting compensation for.

Concluding his letter, Mr. Wright says: "It seems to me that the Board ought to take this matter up again and change its ruling as to the law, or if not, to make an order in the premises, and bring an action to enforce it in order that it may be determined in a court of last resort."

Replying to this communication the Commissioners inform Mr. Wright that they "take no issue with the statement that the company is not required to carry



passengers on freight trains, but express the opinion that your company is obliged to furnish reasonable facilities for their transportation. In view of the fact that you run no passenger train east on the eastern half of the State during the day time and but one west, it has occurred to the members of the Board that your passenger facilities are not reasonable, and they are now contemplating an order, under the provisions of section 3, chapter 77, laws of the Seventeenth General Assembly, requiring your company to restore trains formerly known as nine and ten. It is true you state these trains were run at a loss; the Commissioners have reason to believe that this is a mistake. Before they take any action upon this subject, they would like the receipts of the trains for each month of the last two years they were run, and a detailed statement of the expenses; each item under its proper heading. Before making the order you will have an opportunity to be heard if you desire it."

On December 27th Mr. Wright directed the attention of the Commissioners to train No. 31, which has a passenger car attached, which trains leaves Davenport at 8:45 A. M. and reaches Des Moines at 8:55 P. M., also to No. 98 which leaves Des Moines at 8:40 A. M. and reaches Davenport at 6:35 P. M., also hauling a passenger coach. Mr. Wright also stated that he "noted that the Board have reason to believe that it is a mistake to say nine and ten were run at a loss." If you will kindly give me the facts for the belief I will be glad to take them up. We shall certainly desire to be heard, etc.

On December 31, 1890, the following letter was sent to Mr. Wright: "I enclose copy of the decision of the Commissioners in the McGuire case as requested in your letter of December 27th. The complaint of Mr. Carroll, as the Commissioners understand it, covers the subject of passenger transportation on your road. The letter begins: 'I desire to call your attention to the passenger accommodations that we don't have and think we should have.' He further states that a freight train going east at 9 A. M. formerly carried passengers from Tiffin to Iowa City, but ceased to do so a few weeks ago, much to our inconvenience.

If the complaint is not broad enough the statute would authorize the Commissioners, on their own motion, to take up the subject when the statement in letter from this office of December 22nd, is not contradicted, 'that you run no passenger train east over the eastern half of your road during the day time, and but one train west.'

The Board agrees fully with you that the decision in the McGuire case had nothing to do with your furnishing the public reasonable passenger facilities and would not have been alluded to had it not been the burden of your answer to this complaint. So far as your road was concerned, the only part of the decision that placed any limit on your action is the following: 'All the authorities we have consulted agree that it is the duty of the railroad companies to stop all trains carrying passengers at platforms, or other safe stopping places, where the passengers may leave the train without danger of injury or without inconvenience, and any regulation that conflicts with this is not reasonable.' If this is not correct law, the courts and the text books are at fault. The Commissioners have been asked repeatedly to recall this decision by communities that have suffered greatly from the manner you have chosen to enforce your interpretation of it. Business men have repeatedly stated that they would gladly be landed anywhere, if they could only go over the road during the business hours of the day. The only answer that the Commissioners could give was that they were powerless to annul what

had been held by the courts to be the duty of carriers of passengers ever since railroads were operated.

Five of your six passenger trains run over the eastern half of your road during the night. So far as night service is rendered, it is certainly all that the people of this populous portion of the State require. A similar day service, or even a somewhat less, would be of great value to the people living along your road. The Commissioners note what you say about trains 31 and 98. If you will restore trains 9 and 10, and attach passenger car to freight trains that will divide the time differently passing Tiffin east at near 9 A. M., and west from 3 to 6, it would seem that the wants of the public would be reasonably met. If there is any indirection in former statements, the Board desires to eliminate it from this and without attempting to fix the time of trains carrying passengers, desire to express the general wish that opportunity should be given to go both ways in the morning and afternoon. It is not thought advisable to discuss the statement that 'these trains during the years they run did not pay' until you furnish the information asked for, of their earnings and expenses; this will undoubtedly settle that much. It is possible that other considerations besides this should have some weight—the accommodation of the public, which the roads were built to serve. In compliance with your request the Board has fixed January 8, as the time for the hearing parties asking for the restoration of trains 9 and 10. Please notify me immediately, by telegram on receipt of this, whether this day will suit your convenience, as a pretty large representation of those who suffer from the unfortunate arrangements of your trains wish to be heard.

W. W. AINSWORTH, *Secretary*.

By order of the Board.

On application of Attorney Wright, the hearing of this case was postponed until January 15, 1891.

On January 9, 1891, the following notice was sent to interested parties on the line of the Chicago, Rock Island & Pacific Railway:

January 9, 1891.

You are hereby officially advised that the Board of Railroad Commissioners has set Thursday, January 15, 1891, at 9 A. M., at its office in Des Moines for a hearing in the matter of the recent action of the Chicago, Rock Island & Pacific Railway Company, in refusing to allow passengers to ride on some of its freight trains, that formerly carried passengers, also the improvement of its local passenger service, more especially the restoration of its local trains, known as numbers 9 and 10.

Will you kindly acknowledge this notice on receipt, stating whether any of your citizens will be present at the hearing, or will communicate to the Commissioners their views on the subject, in writing.

Very respectfully,

W. W. AINSWORTH, *Secretary*.

By order of the Board.

Many letters were received by the Commissioners in response to this notice, from which the following extracts are made:

LEDERER, STRAUSS & Co., *Importers and Jobbers of Des Moines:*

We are heartily in favor of the restoration of trains 9 and 10, it being the only local passenger train on that road, running through the State during the day time, and we have always found it a great accommodation for our customers as well as our traveling salesmen.

W. H. WRAY, *of Oskaloosa:*

My territory covers most of Iowa. Owing to train service on respondent's main line, I have been compelled to drop out a portion of it. I am compelled to resort



to livery to make time; 9 and 10, when running, accommodate more people than any other trains on the road, especially traveling men.

**ROBERT KRAUSE, *Jobber of Clothing of Davenport:***

The company should put on a train to start from Des Moines about 5:30 A. M., and arrive here about 10:50 A. M., returning leave here at 3:45 P. M., and arrive in Des Moines at about 10:15 P. M. This would not only satisfy local interests here and at Des Moines and Rock Island, but would also be of great benefit to Des Moines.

**SIEG IRON COMPANY, *Davenport:***

The action of the Chicago, Rock Island & Pacific Railway Company, is refusing to allow our traveling men to ride on freight trains that formerly carried them causes us great inconvenience and extra expense. If it is in your power to have this remedied and 9 and 10 passenger train restored you will greatly benefit the manufacturing and jobbing interests in general.

**A. H. GRISELL, *Mayor of Menlo:***

For the past two years the complaint of inadequate passenger service is general. The Commissioners should order the restoration of 9 and 10.

**E. C. GLEASON, *Council Bluffs:***

The refusal of the C., R. I. & P. R'y to carry passengers on freight trains causes great inconvenience to me as a commercial traveler.

**G. J. WASHBURN, *President of Washburn-Halligan Coffee Co., Davenport:***

The train service is such that it is impossible for me to make more than one town a day, where I formerly made three. We want 9 and 10 put on again.

**TONE BROS.' SPICE MILLS, *Des Moines:***

We are very desirous that our traveling men be permitted to ride on some of the C. R. I. & P. freight trains.

**W. C. WADSWORTH & CO., *Wholesale Dry Goods, Davenport:***

The order prohibiting passengers from riding on freight trains is a great privation and detriment to the traveling public. We have seventeen men who daily have occasion to use the several lines and the loss of time by the present arrangement is a serious matter to us. Could 9 and 10 be restored it would be a great accommodation and "fill a long-felt want."

**L. A. SEVERN, *Mayor, West Liberty:***

Local trains 9 and 10 grew in popularity the longer they were run. We want them again.

**SICKELS, PRESTON & NUTTING CO., *Davenport:***

We believe that the trains No. 9 and 10 were taken off for the purpose of revenge to punish the people of Iowa for daring to legislate on railroad matters.

We also understand that passengers, especially commercial travelers, were refused the privilege of riding on freight trains because the Board of Railroad Commissioners had the audacity to tell the railroad company that they must leave passengers at the platform. We think the Commissioners were justified in making this order, as the writer personally has been left a long ways from the station, many times in the middle of stormy nights, not knowing where to stop or how to even reach the platform of some of the lonely out of the way Iowa stations. We certainly hope you will insist upon them hauling cars used for passengers to depot platforms, and also restore passenger trains that the C. R. I. & P. Co. themselves considered necessary for the accommodation of the public before the present railroad law was enacted and enforced.

**ROBERT BURNS, *President Newton Commercial Exchange:***

The restoration of the old order of things with the addition of No. 9 and 10 would be hailed with expressions of joy by all classes.

**V. H. LAHMAN, *Wiota:***

It will greatly benefit our people if you can again induce the company to carry passengers on No. 23.

**JOSEPH STEPHENS, *Mayor of Newton:***

Our business men without exception would like the restoration of 9 and 10. The present passenger service is inadequate for the demands of the public.

**J. L. YESLER, *Mayor of Wilton:***

There is no certainty as to the time of the freight trains and for the larger part of the time they are from one to three hours late and it is almost impossible to get either way during the day time. Express trains run through at night or very early in the morning.

**A. HASKETT, *Mayor Earlham:***

Our people do not ask for 9 and 10, but ask that we may ride on freight trains that formerly carried passengers.

Petition of thirty-two residents of Oxford Junction, states that facilities for passenger travel are in adequate. One passenger train going west in the morning and one freight train carrying passengers each way in the afternoon. The restoration of 9 and 10 would afford us much better facilities.

**A. J. MORRISON, *Mayor and thirty-two business men of Marengo:***

Of the six passenger trains, but one passes through this part of the State in day time, and but one freight each way is allowed to carry passengers, and is operated with but little reference to schedule time. Many are forced to come in from points on and near the road fifteen to eighteen miles by private conveyance to this, the county seat, 9 and 10 were very popular and a great convenience.

**WHITLOCK & FIELDS, *General Dealers, Ladora:***

Our people want morning freight to carry passengers so that they can go to Marengo, county seat, and back same day.

Eleven citizens of Metz petition for restoration of 9 and 10.

Forty citizens of Tiffin ask that No. 34 carry passengers, that they may go to Iowa City, county seat, and return the same day.

**H. L. MARSHALL, *Mayor, Casey:***

Under the present time of passenger trains there is no point east of us to which we can go and return the same day. The trains do not meet the demands of the people. Want 9 and 10 restored, or similar trains.

**F. W. HOLMES, *Des Moines:***

Wants 9 and 10 restored.

**T. J. WRIGHT, *Mayor, De Soto:***

Our town does not care whether 9 and 10 are restored, but the farmers want them.

Seventeen citizens of Kellogg want freight trains to carry passengers and 9 and 10 restored.

**HENRY W. PETERSEN, *President Davenport Business Men's Association:***

The following resolutions were unanimously adopted by such association:

*Resolved*, By the Davenport Business Men's Association that we deplore the annulling of these trains as a detriment to the business interests of this city and a great inconvenience to the traveling public.

*Resolved*, That it is the deliberate judgment of this association and expressed desire of the jobbers and manufacturers of this city that the restoration of trains 9 and 10 and the permitting of passenger traffic on certain freight trains is a measure of permanent importance to this city.



GEO. W. COPLEY, Mayor, and 56 Business Men and Property Owners, Mitchellville:

Petition for the restoration of the facilities extended before refusal of company to carry passengers on freight trains, and for 9 and 10, which we believe were taken off in a spirit of retaliation.

T. R. WALLACE, Mayor, Atlantic:

The discontinuance of 9 and 10 makes it impossible to transact business east and return the same day beyond three stations. This has been the most desirable to us of any train on the line, and its removal is a direct blow at the best interests of the town. We have also suffered from the order of the company refusing to carry passengers on freight trains.

On the day of the hearing, January 15, the respondent for the Chicago, Rock Island & Pacific Railway Company filed its answer, in which it alleges:

"That no complaint has been filed with the Board sufficient in character to call into exercise the power of said Board in the premises, or to give to it jurisdiction to act or advise this respondent of the specific nature of the complaint made or the relief demanded.

"Denies the jurisdiction of the Board and its authority to regulate the number of trains which it shall operate. Respondent is a corporation organized in Iowa and Illinois, and is continuous in both States, and the Board has no authority to make orders regulating its action. Denies the necessity for any additional trains upon its line; and denies that a requirement to operate any additional train comes within any power to change the mode of operating its railway or conducting its business.

"That it is now running over its railway between Des Moines and Davenport three passenger trains daily each way, none of which, by reason of its eastern connections at Chicago and its western connection at the Missouri River, can be dispensed with. That in addition to said trains it is running between Davenport and Des Moines a freight train with a passenger car attached, leaving Davenport at 8:41 A. M., and reaching Des Moines at 9 o'clock P. M., and that it is also running between Des Moines and Davenport a freight train with a passenger car attached, leaving Des Moines at 8:30 A. M., and reaching Davenport at 6:35 P. M. That in addition to these trains, all of which carry passengers, it is now running a freight train between Council Bluffs and Stuart, which carries passengers, leaving Council Bluffs at 9:13 A. M., and reaching Stuart at 6:30 P. M.; a freight train between Avoca and Stuart, leaving Avoca at 6:30 A. M., and reaching Stuart at 12:10 P. M.; a freight train leaving Iowa City at 4:55 A. M., and reaching Davenport at 10:30 A. M.; a freight train leaving Davenport at 4:35 P. M., and reaching Tiffin at 9:33 A. M.; a freight train between Des Moines and Stuart, leaving Des Moines at 5:10 P. M., and reaching Stuart at 8:10 P. M.

"That upon the new card now ready for issuance and held only on account of the pending difficulty with the Union Pacific Railway at Council Bluffs there will be a freight train carrying passengers leaving Council Bluffs at 2:15 P. M., and reaching Avoca at 6:10 P. M. A freight train leaving Brooklyn at 9:15 A. M., and reaching Davenport at 3:49 P. M., and a freight train leaving Des Moines at 1:15 P. M., and reaching Stuart at 5 P. M.

"That with such trains the public convenience is accommodated in all reasonable and expedient manner and that an order requiring additional trains would be unreasonable and unjust."

At the hearing, A. B. Cummins, Esq., appeared for the respondent company.

The testimony of the following witnesses was taken, viz.: M. Carroll, of Tiffin; Wash. Hunt, of Victor; H. Lower, traveling salesman for Fred Daut & Co., of Muscatine. This testimony covered substantially the same matters detailed in the letters from which the foregoing extracts have been made. In addition Mr. Carroll, and also Mr. Hunt, testified that accommodation trains, going east, were frequently one to two hours late, and not available. The fact that accommodation trains will carry no baggage was urged by several traveling men, as a reason for the restoration of Nos. 9 and 10.

Mr. James Watt, William Meyers, Mr. Claus, Mr. Isaac Toney and Mr. Langan, of Des Moines; Mr. Samuel Stalker, of Davenport, made statements and arguments before the Commissioners, insisting that the accommodations afforded were not sufficient.

The company made no response to the request of the Commissioners for a detailed statement, by months, of the receipts from trains No. 9 and 10, and the expense of operating the same; which failure to furnish the information so requested, leads the Commissioners to believe that the respondent company does not care to have an investigation of that matter in this proceeding.

This leaves for consideration, the question of the authority of the Commissioners in the premises, and the question as to whether the public are adequately and reasonably served. There are no special variances as to the facts.

The general powers of the Commissioners and the authority of the Commission to control railroads is quite fully considered in the case of the Fort Madison & Northern Railway Co. vs. C., B. & Q. Railway Co. and St. L., K. & N. W. Railway. The special powers of the commission in addition to its general powers, so far as this case is concerned, are defined in section 3 of the act creating the Commission, which reads in part as follows:

"When, in the judgment of the Railroad Commissioners it shall appear that any railroad corporation fails in any respect or particular to comply with the terms of its charter, or the laws of the State; or whenever in their judgment any repairs are necessary upon its road; or any addition to its rolling stock; or any addition to or change of its stations or station houses; or any change in its rates of fare for transporting freight or passengers; or any change in the mode of operating its road and conducting its business, is reasonable and expedient, in order to promote the security, convenience and accommodation of the public; said Railroad Commissioners shall inform such railroad corporation of the improvements and changes which they adjudge to be proper," etc.

The commissioners held in several cases—

Densmore vs. Central Iowa, 5th Commissioners' Report, page.....	539
Citizens of Albia vs. Central Iowa, 6th Commissioners' Report, page..	586
Kenyon et al. vs. B., C., R. & N. R'y, 6th Commissioners' Report, page	675
McDougal et al. vs. C. & N. W. R'y, 7th Commissioners' Report, page	517
Foster vs. C., R. & N. R'y, 7th Commissioners' Report, page.....	546
Boyd vs. C., M. & St. P. R'y, 7th Commissioners' Report, page.....	595
Wiche vs. C., M. & St. P. R'y, 8th Commissioners' Report, page.....	508
Knowles vs. Ill. Central et al., 8th Commissioners' Report, page.....	572
Citizens of Earlham vs. C., R. I. & P., 9th Commissioners' Report, page	519
Newcomer vs. Central Iowa, 9th Commissioners' Report, page.....	586
Citizens of Latty vs. B., C., R. & N., 10th Commissioners' Report, page	688
Frank Whitmore vs. C., B. & Q. R'y, 10th Commissioners' Report, page	708
B. F. W. Cozier vs. C. & N. W., 10th Commissioners' Report, page....	728
Citizens of Cone vs. B., C., R. & N., 10th Commissioners' Report, page	778
Citizens of Mt. Ayr vs. C., B. & Q., 12th Commissioners' Report, page	1004

That they had the authority to order additional accommodations for the transportation of passengers, and adheres to that ruling.

The question as to what constitutes reasonable and adequate passenger service is not so easily solved.

Service that would be reasonable and fully adequate on a branch line doing but little business would be entirely inadequate and unreasonable to a through line connecting great trade centers, and passing through smaller trade centers and thrifty and populous stations tributary thereto. For many years it was the well



defined policy of the management of the Chicago, Rock Island & Pacific Railway Company to cultivate and take special care of the local business of its line and to that end local passenger trains were run across the State of Iowa in the day time and all way freight trains and many others were permitted to carry passengers. After the passage of the interstate commerce law and the subsequent State legislation, providing for a schedule of maximum freight rates to be fixed by the Commissioners these day trains on the main line were withdrawn and fast through trains put on to accommodate the through travel. The passenger service on the branches was also materially reduced. The branch trains, however, were restored after a brief period. In the fall of 1890, Mr. McGuire complained to the Commissioners that the conductors of certain freight on respondent's line, carrying passengers, had refused to stop the cabooses, in which passengers were riding at platforms, and asked a ruling upon the question. The Commissioners found no statutory requirement upon the subject, but found that the supreme courts of several States had passed upon this question and had held that "it is the duty of railroad companies to stop all trains carrying passengers at platforms or other safe stopping places where the passengers may leave the train without danger or injury or inconvenience, and any regulation that conflicts with this is not reasonable."

These decisions were made under the common law, and were in personal injury cases where passengers had been riding on freight trains and been forced to get off at points other than depot platforms, alleged to be unsafe.

It will be noticed that the rule, as stated by the Commissioners, provides that trains must stop at platforms or other safe stopping places.

After the promulgation of the findings in this case, the company reduced the number of freight trains on which passengers were carried, the respondent evidently construing the rule to be that all trains carrying passengers must pull passenger coaches and cabooses up to platforms, such was not the intention of the Commissioners in making such ruling, and the language used by them does not justify any such interpretation. Carriers are not required to transport passengers on freight trains. It has become a custom, however, to do so, and it is a great accommodation to travelers, who gladly avail themselves of the privilege, and a large majority of whom are willing to put up with the limited accommodations furnished on such trains, and are satisfied to be permitted to get on and off such trains at safe stopping places, other than platforms.

Carriers are, however, required to afford adequate and reasonable passenger facilities, and if these are not afforded by a mixed service of freight trains carrying passengers and regular passenger trains, more regular passenger trains are necessary.

That at the present time, in comparison with the ample facilities afforded for through travel, it appears to the Commissioners that local travel is unjustly discriminated against, and the facilities afforded the people along the line of respondent, in Iowa, are entirely insufficient, and not such as have heretofore been deemed necessary by the company, and voluntarily furnished.

It appears reasonable to the Commissioners that passenger facilities should be afforded, by which the local travel can be carried to the county seats and trade centers during some portion of the forenoon, and returned some portion of the afternoon.

From the investigation made and facts developed it appears to the Commissioners that the present facilities afforded for passenger travel in Iowa by the Chicago, Rock Island & Pacific Railway Company, are not adequate.

That when passenger trains known as 9 and 10 were running, and freight trains were carrying passengers as they were prior to the company's order, following the McGuire case, passenger facilities on respondent's main line were reasonably adequate and a restoration of the services then afforded is reasonable and expedient in order to promote the security, convenience and accommodation of the public, and they so inform said respondent company.

*Des Moines, Iowa, January 22, 1891.*

A. M. PRYOR, LEON, IOWA,

VS.

Crossing.

DES MOINES & KANSAS CITY RAILWAY  
COMPANY.

Complaint filed October 17, 1890.

The complainant in this case is a farmer, living on the line of respondent's road two miles west of Leon, Decatur county. In the fall of 1890 he procured a 40 foot right of way from a Mr. Smith and laid out a road, running north from his farm about 100 rods, intersecting the county road running to Leon, and asked respondent to put in a crossing over its right of way, where said road would cross it. Complainant says:

"I have no crossing over the line of the D. M. & K. C. R. R. My only way of reaching the county road is diagonally in a northeast direction, terminating near the northeast corner of my land; by taking said route I am compelled to ford Little River, which is often impassible on account of high water. By the proposed crossing I ask, I would have a direct route to the county road and the use of a good bridge over Little River. At present my children have no road to the school house; the railroad company bar me from the county road, from school, church and town."

General Manager Newton, replying to petition of complainant, November 29, 1890, says:

"I have to say that this case is evidently one in which Mr. Pryor demands of us a contribution to save himself a little individual expense."

Again, December 9, 1890, Mr. Newton writes the Board:

"You will note by the map that the present route used by Mr. Prior to reach the county road is one hundred and sixteen rods, while the proposed route which he demands is one hundred and one rods, to which add eighty-five rods, the distance along the county road additional to be traversed to reach Leon, making an extra distance by the new route to travel to get to Leon of seventy rods. Our track at the point where Mr. Prior desires a crossing is five feet higher than the ground on either side, necessitating quite an embankment to reach the track and cross it."

May 19, 1891, the Commissioners visited the site of the proposed crossing, where they met complainant, respondent being represented by Superintendent Theo. C. Sherwood. After a brief consultation, complainant submitted a proposition agreeing to bear one-half the expense of putting in said crossing as asked for, respondent



to have ten days to accept said proposition, and to bear one-half the expense of the crossing.

On June 12, Superintendent Sherwood wrote the Commissioners.

"After conferring with Mr. Newton we will agree to accept Mr. Pryor's proposition to put in a crossing, he to stand one-half the expense. I will send our engineer there at the earliest opportunity and have the crossing staked out and estimates made, and if Mr. Pryor wishes to do the grading at the figure we pay elsewhere per yard, we had just as soon he would do it as any one else, and will pay our half of the cost."

Complainant was advised of this action of the respondent June 18, and asked if he desired any further action of the Board in the matter. Not having heard from him at this date, the matter is regarded as satisfactorily adjusted, and case closed."

*Des Moines, Iowa, July 8, 1891.*

D. J. CARPENTER, BELOIT, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL R'y CO.

*Failure to furnish cars.*

Complaint filed October 24, 1890.

D. J. Carpenter, of Beloit, Iowa, is engaged in buying and shipping grain at that point. A large portion of his shipments is flax which is sent to Ohio. He arranged with the Lake Shore & Michigan Southern Company to furnish him with cars for this business and also arranged with that company to permit the respondent company, the Chicago, Milwaukee & St. Paul R'y Company, to load these cars with coal from Chicago west. His complaint is that the respondent company failed to drop him a car for eleven days, although Lake Shore empties were going through that place in trains with other cars; that his grain house was full of high priced flax and that before he could get cars there was a decline in the price of eight cents per bushel. To this complaint, General Manager Earling replied that the cars came on to respondent's line loaded with coal and other freight, without any special directions for their disposition after they were unloaded; that since the filing of the complaint quite a number cars had been sent to Beloit for complainant's use. On December 19, complainant writes substantially that cars are being supplied him fairly well now and that the complaint may be dropped, although he lost fully \$700 by the drop in prices during the time he could not get cars.

The case is closed without prejudice.

*Des Moines, Iowa, January 14, 1891.*

GEO. T. CARY, GRANT, IOWA,

vs.

CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY.

*Loss of goods..*

Complaint filed November 22, 1890.

November 22, 1890, Geo. T. Cary, of Grant, complained to the Commissioners of the loss by respondent company of a box of freight shipped October 16, 1890, by him to the "Sub. News Co., 86 La Salle St., Chicago, Ill." That he had written twice to General Freight Agent Davenport, at Creston, who promised to look the matter up. After waiting a goodly length of time in vain, he asks the Commissioners to take the matter in hand.

December 9th the secretary wrote respondent, calling attention to the loss, and on December 18th General Manager Merrill replied, that on investigation he finds the freight in question had been, by error, delivered to the "Suburban News Co.," but had since arrived at its proper destination. December 28d complainant writes that the goods had arrived at destination. Case closed.

*Des Moines, Iowa, January 13, 1891.*

PARSONS & HEATH, GALT, IOWA,

vs.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.

*Shipping facilities.*

Complaint filed November 11, 1890.

#### DECISION OF COMMISSIONERS.

Messrs. Parsons & Heath, merchants of Galt, entered complaint, November 11, 1890, against the Burlington, Cedar Rapids & Northern Railway Company for refusal to lease them ground for a grain warehouse at that point, alleging that "they are engaged in buying and shipping grain, corn and stock, and desire to erect a warehouse adjoining the side-track of said company at Galt, but have been refused permission so to do by the railway company; that they are compelled to store their grain some distance from the railroad track, and are subject to great inconvenience, loss and expense by having to haul their grain some distance to the cars for shipment; that there is ample room upon the side-tracks for such warehouse, and the same can be built and operated without inconvenience to the railroad company, or to any other dealers at that place."

The attention of the respondent was called to the complaint, and on November 20, C. J. Ives, president, replied, enclosing a sketch of depot grounds and siding, and statement of business done at that point. Of one hundred and eighty-two cars



of stock, grain and flax shipped out. G. C. Jameson & Sons furnished sixty-nine; Counselman & Co. sixty-two; Finch & Hayward thirty-nine; and Heath & Parsons twelve. Mr. Ives adds, further: "I enclose sketch of yard and its occupants. It looks very crowded, and from the statement of shipments it would seem that we should not be called upon to furnish ground for so small a business as is done by Messrs. Parsons & Heath."

An examination of the sketch of the depot grounds at Galt shows that of the eleven hundred feet of siding occupied, four hundred and eighty-eight feet or nearly one-half, is in possession of three parties. Counselman & Co. having one hundred and seventy-two feet, Jameson & Sons, one hundred and seventy-six feet, and P. L. Gilduslune one hundred and forty feet; a vacant lot of sixty-five feet is occupied by the agent as a barn yard, with stable upon it, and a desirable lot of forty-three feet frontage is also vacant, and the commission find no good reason why complainants are denied a location on the side track, and so intimated to respondent company in a letter of November 28.

On December 1, President Ives replied, claiming that the site asked for was for purely private purposes, and that it was against public policy for the company to furnish complainant the site asked for. He said, however, in concluding his letter: "I will not, however, say that we will not grant them any privileges there, but will take the matter up with them, and if an arrangement can be made that will be satisfactory, we may provide them with some room."

January 1, 1891, complainants write:

"The officials were up and let us have a place at the end of the switch, with a promise that we shall have another place next summer, as soon as the agent gets a place for his barn, that he has on the right of way, and a fence around the yard. We think it will be all satisfactory."

The awarding of undue amounts of siding to large dealers, in excess of their actual necessities, to the exclusion, frequently, of small shippers, is against public policy, and has a tendency to encourage monopoly and suppress competition. In the case in controversy, were the grounds or the siding all occupied, the commissioners would feel it their duty to ask respondent to award to complainants any excess of grounds occupied by shippers, above actual necessity for shipping purposes. The facts, however, in this instance, develop that there are two or three vacant places, either of which can be awarded complainants. For temporary purposes, they have, by amicable arrangement, occupied a location at the extreme western end of the switch, with the understanding that next summer they are to have the lot on the siding now occupied as a barn yard by the agent of the company. With the consummation of this arrangement the complaint will be satisfactorily adjusted and case closed.

*Des Moines, Iowa, January 12, 1891.*

CITIZENS OF CYLINDER, IOWA.

VS.

CHICAGO, MILWAUKEE, & ST. PAUL RAILWAY COMPANY.

*Loss of goods. Lack of station facilities*

Complaint filed September 27, 1890.

#### DECISION OF COMMISSIONERS.

September 27, 1890, A. Terwilliger, of Cylinder, filed with the Board a bill of \$6.50, against the Chicago, Milwaukee & St. Paul Railway Company, for loss of goods shipped from Rockford to complainant, also an application for the erection of a station house, with an agent in charge of the business at that point.

The respondent was notified of the complaints, and on October 14, Freight Claim Agent Elliott replied that, in relation to the claim of A. Terwilliger: "The records and statements of our employes go to show that the shipment in question was delivered on the platform at Cylinder. Cylinder is merely a side track, a point where we have no agent, and it is customary to deliver freight at such points on the platform, entirely at the risk of the owner. We delivered this shipment on the platform at Cylinder—beyond that of responsibility ceases."

October 25, General Manager Earling wrote the Board: "Concerning the depot at Cylinder, I wish to say that we do not consider that the amount of business done at that station would justify the company at the present in going to the expense of providing and maintaining a depot."

On the 12th of December, a further petition was filed with the board, signed by a large number of citizens of Cylinder and vicinity, asking a depot and agent at that point.

The Commissioners visited Cylinder, December 4, and held a hearing, beginning at 9 A. M., petitioners being numerous represented, Superintendent Cosgrove being present on behalf of respondent.

On the complaint of loss of goods, the testimony of Mrs. A. Terwilliger and George Pugsley was taken, to the effect that "they were present, July 5, 1890, when the bill of freight (of which the missing package was a part) was unloaded at Cylinder, and that a certain box containing one-half gross of surety spring hinges was not with the remainder of the freight."

On the question of lack of station facilities, the evidence of A. Terwilliger, John Goedus, Messrs. Dunwoody, Demouth, Kelley and Davidson was taken, each testifying that the business of the community as well as that of the road suffered on account of lack of facilities for receiving and forwarding freight.

Mr. Dunwoody "had only been there seven weeks; had sent out seven cars of grain and had as much more in store; would probably ship out one hundred cars of grain in a year. If we had a station agent could get cars easier and ship more, probably one hundred and fifty to two hundred cars from this station annually."

Mr. Kelley, stock shipper, "complained of lack of shipping facilities, there being no agent and quite a number of shippers. When cars are set in it becomes a grab game as to who shall secure them. I have set up half the night to get a car. I ship nothing over the road now, sending everything over the B., C., R. & N. Would like to ship from Cylinder, if facilities were good."



It was in evidence further that farmers were compelled to drive from the vicinity of Cylinder to Emmettsburg, about seven miles, on the west, and Whittemore, six miles on the east, on account of better shipping facilities and better prices; that all goods to and from Cylinder were billed from Whittemore, and all orders for cars were filled from the same place, causing delay and uncertainty. The freights were also said to be higher, a car of corn to Chicago costing \$75, oats \$66 to \$70, stock \$60. There are several creameries at and in the vicinity of Cylinder, the output of which is hauled to Emmettsburg, the Cylinder creamery shipping some eighty tubs of butter a month, which they haul to Emmettsburg, and in hot weather at a heavy loss. There are several hay presses in the vicinity, and a considerable quantity shipped each year, which would be largely increased with good facilities.

The commissioners found Cylinder a small village of half a dozen houses, two stores, a creamery, a grain house, hay barn, on a siding fifteen hundred to eighteen hundred feet long, with a short, open platform for receiving and discharging passengers and freight, without shelter or protection, except such as is offered by a tool house. The country tributary to the station is unusually extensive, there being no east and west railway north within the state, a distance of thirty miles, and traffic naturally tributary to that point for at least half that distance, the roads north being excellent. On the south, Redman, six miles distant, being the nearest station. It was the general opinion of all parties that with increased facilities a large increase in shipments would be the result, and in this view the commissioners share, and that it would result beneficially to both carrier and shippers.

Superintendent Cosgrove gave the business of the station for last year at about \$5,000.00.

In the opinion of the Commissioners, the condition and business of Cylinder and vicinity demand better station facilities, in order that the traveling public may have proper accommodation and shelter; that shipments in of goods, etc., may have a safe place of deposit and protection from the elements; that shippers of grain, live stock, etc., may be placed upon an equality with more favored shippers east and west of them in facilities; that a large section of territory may have shipping accommodations commensurate with their needs. For the above reasons the Commissioners are convinced that the prayer of petitioners is a reasonable one and should be granted. It is therefore ordered by the Board that a station house for the accommodation of passengers and freight be erected within sixty days, and that an agent be located at Cylinder to attend to the wants of the people at that point.

As to the claim of A. Terwilliger of \$6 50 for package of hinges lost in transit by respondent, the testimony clearly shows that it was not unloaded at Cylinder at the time the remainder of the shipment was, and the Board recommended that the claim be settled by respondent. It being a matter of private right, however, the Commissioners have no jurisdiction over it, and that part of the complaint is dismissed without prejudice.

*Des Moines, Iowa, January 8, 1891.*

O. MORALEE, SUPERVISOR, ALLISON, IOWA,

VS.

CHICAGO, ST. PAUL & KANSAS CITY RAILWAY COMPANY.

*Highway Crossing.*

Complaint filed October 6, 1890.

The complainant was a road supervisor of West Point township, Butler county. On the 5th day of October, 1890, he notified the Board that he had two roads laid out which cross the respondent's road-bed, one between sections 26 and 27, the other between 21 and 28, township 92, range 17, west, being about one and one-half miles west of Allison; that he had notified respondent to open their fences and put in crossings, but no attention was paid to the notice. He asked the Board to "require said crossings to be put in at once, as they are badly needed."

In response to notice of complaint, General Manager Egan replied: "Our men have instructions that as soon as the grading of the crossings has been done up to the right of way, they are to put in crossing plank, crossing signs and cattle-guards. We do not want to put in these things until after the grading is done."

Chief Engineer Fernstrom also wrote complainant as follows: "As soon as the grading for these highways is done up to our right of way line we will put in cattle-guards and wing fences, crossing plank, highway fences, etc., and you can go ahead and do the necessary grading on our right of way to make approaches to our track."

Mr. Fernstrom also instructed the general roadmaster as follows: "As soon as the grading for the same (highway) has been done to our right of way fences, I wish you would have cattle-guards, wing fences, crossing plank, signs, etc., put in. The highway commissioners are to do the grading free of cost to the railway company in consideration of its having allowed the highway to be opened across its right of way."

November 23, Supervisor Moralee wrote the Board that one of these roads was laid out in 1872, before the railroad was constructed, and declined to grade up to the right of way.

At the November election one Chas. Thompson was elected successor to O. Moralee, as supervisor, and the latter declined to prosecute the matter further. Mr. Thompson, when written to, informed the Board that "I have never received any notice of my being elected to that office. Mr. O. Moralee and I are not on speaking terms, and I do not know what the correspondence implies."

Frequent requests from the secretary of this Board for further information having been sent to both supervisors and been ignored, the Commissioners do not feel called upon to act further in the matter, and the case is hereby dismissed.

*Des Moines, Iowa, June 24, 1891.*



M. McCahill and others, Conger, Iowa,

vs.

Chicago, St. Paul & Kansas City Railway Company.

*Stock killed.*

Complaint filed August 18, 1890.

#### DECISION OF COMMISSIONERS.

August 18, 1890, M. McCahill, W. M. Wood, William Wallace, Frank Young, and J. C. Blair filed their complaint, stating that the Chicago, St. Paul & Kansas City Railway Company so negligently run and operate their trains as to be a source of great trouble, annoyance, and damage to the citizens of Conger and vicinity; that trains are run at a greater rate of speed through the station than allowed by law, and whistles not sounded or signals given at highway crossings, and as a result a cow was killed on each of the following dates, to-wit: July 2, July 6, and July 30, 1890, and asking the aid of the commission to recover the value of said stock and to compel said road to run their trains more carefully.

Copy of said complaint was duly sent to the President and General Manager of said railway company, and quite a voluminous correspondence ensued between the company and the commissioners in relation to the matter. It is admitted on the part of the respondent that on July 2 train No. 97 struck a cow on a highway crossing some distance north of mile post 333, but it is alleged the speed of the train between Conger and Churchville was fifteen or sixteen miles per hour; that on July 6 a cow was struck on highway crossing one-half mile north of Conger, with the train running at the time between twelve and fifteen miles per hour; and that on July 28, at 10:15 p. m., train No. 74 struck a heifer, near the south switch at Conger, with speed of train claimed to be at the time ten miles per hour, and that the animal in question came on the track on left side of engine, and was not seen by the engineer until it was struck by the engine. It is claimed by the respondent that Conger is a reducing station, where most of its freight trains have to stop, and that there is no foundation for the complaint that trains are run at a reckless rate of speed through that station. December 11, 1890, the complainants filed with the commissioners a supplemental statement, setting forth more in detail what they claim the facts to be, and while admitting that Conger is a reducing station, and that many trains stop there, as claimed by the company, the charge is reiterated that the through stock trains, that do not stop, go through Conger at a fearful rate of speed, in order to gain momentum for the hill, or heavy grade, beyond that station. In reply to this, again under date of December 27, 1890, the General Superintendent of the company says: "The grade represented to be so enormously heavy is only a one per cent grade, which is the same as we have at numerous other places on the St. Joe Division, and is a very light grade for a north and south line in that section of country; it is not necessary for our trains to run through Conger at a high rate of speed to make the hill; in fact the hill referred to is nearly four miles in length, consequently there would be no object in taking a run for the hill, as the momentum gained could not be sufficient to take them over the grade. Any of our engines can start from Conger and make fifteen miles an hour from Conger to Churchville with full train."

It seems to be conceded by complainants that the stock in question was killed at highway crossings, and that the railway company would not be liable unless guilty of negligence in running its trains at too high a rate of speed or in not giving the proper signals as required by law. As is usual in such cases there is a serious conflict in the statements of the respective parties to the controversy. The charge made in this case of trains running through stations at a higher rate of speed than that allowed by law, and in failing to give signals as required by the Code in such cases, is a serious one and the commissioners would ordinarily deem it their duty to fully investigate such a charge, and if found to be true, exercise all the powers granted to them to prevent a continuance of such a practice. In this case the president and general manager of the company and also the general superintendent, on being notified of the complaint, seem to have promptly given instructions to the employees of the company to comply with the law in the respects complained of, and to cease the reckless running of trains, if such had been the case, and to give proper signals at crossings and stations.

The charge in the complaint seems to be made more on the basis of alleged liability on the part of the company for the stock killed than to secure simply an investigation of the charges of reckless running of trains and failure to give signals as required by law, and to have such alleged abuses corrected. The commissioners, therefore, have not deemed it necessary, in this particular case, to enter upon as full an investigation of those charges in the complaint as they otherwise would. The complaint seems, from the correspondence in connection with it, to have been presented more for the purpose of having the commission act as arbitrators, and for the purpose of effecting an amicable adjustment of the matter with the company, than otherwise. The facts in this case not bringing the same within the provisions of chapter 28, acts of the Twenty-second General Assembly, it is somewhat questionable whether a finding by the commissioners on the question of the liability of the company and any award by them of a sum of money to be paid by the respondent to the complainants as damages for the stock killed, would be of any avail to the complainants. The order and findings might be challenged as not affecting public right.

The commissioners having failed to affect a settlement of the matter, and the case being more properly one for the courts, the case before the board is closed without prejudice to complainants.

*Des Moines, Iowa, March 31, 1891.*



CITIZENS OF WELLSBURG, IOWA,

vs.

BURLINGTON, CEDAR RAPIDS & NORTHERN  
RAILWAY COMPANY.*Application for elevator site.*

Complaint filed August 26, 1890.

## DECISION OF COMMISSIONERS.

August 26, 1890, the following petition was presented to the Commissioners, to-wit:

"August, 1890.

*To the Honorable Board of Railroad Commissioners of Iowa.*

The undersigned farmers living in the vicinity of Wellsburg, Iowa, and having grain, stock and farm produce to market, and business men of said village of Wellsburg, would respectfully represent to the Board that J. A. Carton & Co. have the exclusive monopoly of the grain trade and market at Cleves and Wellsburg, and with a combination with other dealers control the market of other towns in that neighborhood, and we believe said J. A. Carton & Co. have influenced the Burlington, Cedar Rapids & Northern Railway Company to prevent the establishment of any other market at said village of Wellsburg; that Wellsburg is the most convenient market for the undersigned farmers and the undersigned merchants would be benefitted by the establishment of another grain elevator at Wellsburg.

The undersigned petitioners, therefore, believing in the honesty, integrity and business ability of C. Primus and A. C. Geerdes, who stand ready and willing to erect an elevator at Wellsburg, would respectfully ask your honorable body to request said railway company to permit said last named parties to erect a grain elevator at said village of Wellsburg, convenient to the track for shipping.

(Signed)

P. MINTZ, JOHN MEYER, and  
Ninety-nine others.

A copy of this was duly sent to the President of said company, and under date of August 28, 1890, he replied as follows: "This company has no objection to the establishment of another elevator at Wellsburg, but I find that the depot grounds there belong to George Wells, never having been deeded to this company. If he has no objection we have not."

(Signed)

C. J. IVES, President.

The petitioners were informed of this claim on the part of the company of want of ownership of the depot grounds in question, and through their attorney, R. J. Williamson, under date of September 3, 1890, replied in substance as follows:

"Herewith hand you copy of deed from George Wells and wife to Burlington, Cedar Rapids & Northern Railroad Company, to right of way and depot grounds at Wellsburg. You will notice from this copy that the deed contemplates that the depot shall be located on the southwest quarter of the northwest quarter of section 14, at a point to be selected by said Wells and W. P. Clark, chief engineer. The depot was, I believe, in fact located on the forty acres lying directly west of the above described forty-acre tract. This location was made, as the petitioners believe, with the consent of Mr. Wells, and with the understanding and agreement between him and the railroad company that the company should have the same amount of land designated in this deed for depot purposes where the latter was in fact located. The company has, in fact, occupied these depot grounds, where the depot is now located, for the last ten years; has exercised control over them, granted shippers privileges and facilities to others upon them, and has used and controlled the land about its depot at Wellsburg in every respect as it does the depot grounds at any other stations. Lush & Carton have not only elevator priv-

ileges on these grounds, but also have a dwelling house and garden spot thereon. The applicants now asking elevator privileges believe that the claim of the railroad company, that it has no deed to the land, is a mere subterfuge to prevent all others from obtaining grain shippers' facilities at Wellsburg, and putting forward the claim that it is the duty of the railroad company to provide sufficient grounds and suitable shipping facilities for the accommodation of the public at a place where a station is maintained and freight received, and asking the Board to take further action in the premises."

In reply to this Mr. Ives, the President of said company, under date of September 25, 1890, says: After further investigation I cannot say anything more than in previous letter. We have no objections, but cannot give what we do not own. I should think Mr. Williamson could arrange the matter with Mr. Wells."

Later, Mr. Ives was asked by the commissioners to answer the following questions among others, and he answered as follows, to-wit:

"By what authority do Lush & Carton occupy grounds on your side-track at Wellsburg? If leased, who leased the grounds to them?"

Ans. "George Wells leased from railway company. Transferred to Lush & Carton, supposing land belonged to railway company."

"How long has your company used the present sight for depot purposes, extended privileges on it for business with your road, and recognized it as the depot site of the company?"

Ans. "Ten years."

Under date of October 18 and 21, Lush & Carton write the board denying emphatically the charge of monopoly contained in the petition of complainants and alleging in substance that Mr. Primus built a warehouse there in 1883, used it for a year and then let it lay idle, and that they (Lush & Carton) bought it last year, and that he, as they believe, is not asking for another site in good faith; that he did not help the market while he was there. That they had repeatedly offered to sell their Wellsburg elevator at a reasonable price or to rent it at a fair rent; and that they have no objection to straight competition; and that no one handling grain there would complain of bad treatment at their hands.

Under date of December 13, 1890, the chief engineer of said company sent to the commissioners a plat of the station grounds at Wellsburg, made, as he stated, some eight years ago. This shows the same quantity of ground, three hundred feet wide and sixteen hundred feet long, in section 15, as appears to have been deeded to the company June 11, 1880, by Mr. George Wells in section 14, and shows a part of the grounds on the side-track laid out in lots fifty by one hundred feet and numbered 1 to 13 inclusive. And after this plat was received by the commissioners they asked the president of said company several questions and requested him to furnish them information as to the arrangement or agreement, if any, under which the railroad company took possession and had occupied, and how it came to occupy its present depot site at Wellsburg instead of the one deeded to the company by Mr. Wells. In reply, under date of February 9, 1891, Mr. Ives says:

"As to the depot premises referred to, as there is some question as to the title, this company declines to commit itself in any way that might prejudice its rights further than to say that the matter rests amicably between Mr. Wells and the railway, pending a settlement of the title."

In the meantime, at the suggestion of the commissioners, Mr. Primus and Geerdes had applied to Mr. Wells for the purpose of ascertaining whether he would grant permission to them to erect an elevator on the depot premises in question, and under date of February 10, 1891, Mr. Primus writes the board as to



the result, stating that Mr. Wells informed him that when he sold to Lush & Carton he agreed with them that nobody else should get in there and that he wanted no other elevator there and would not lease the petitioners any ground there for an elevator, and they again ask the board to exercise what authority it may have to aid them in the premises.

Under these circumstances the Board fixed April 21st as the date and Wellsburg as the place for a hearing and investigation of the matter, of which all the parties in interest were duly notified and at that time the commissioners were at Wellsburg, examined the premises in question, heard the evidence offered and continued the matter for further hearing at their office in Des Moines, and on the 7th day of May, 1891, Mrs. Geo. Wells appeared before the Board there and was heard in the matter, and the Board being fully advised in the premises, upon consideration thereof do find and report the facts to be as follows:

That in June, 1880, Geo. Wells was the owner of the southeast quarter of section 9, the south half of section 10, the north half of section 15, section 14 and west half of southwest quarter of section 13, all in township 88, range 18, in Grundy county, Iowa.

That by deed bearing date June 10, 1880, said Geo. Wells and wife, in consideration of the construction of a railway and the location of a depot, stock yards and sidings on the southwest quarter of northwest quarter of said section 14, at a point to be selected by said Wells and W. P. Clark, chief engineer, did sell and convey to the respondent railway company for the purpose of constructing a railway thereon and for all uses and purposes connected with the use of said railway, the right of way for the said railway over and through all of the land above mentioned, to wit: A strip of land fifty feet in width on each side of the center line of said railway wherever the same may be definitely located over and across said land, also a strip of land 300 feet wide and 1,600 feet long including right of way in southwest quarter of northwest quarter of section 14, for depot purposes, and which deed contained the following provision, to wit:

"It being understood that this deed is given on the express condition that no other depot shall be located within five miles either way from the depot to be located on the southwest quarter of northwest quarter of section 14, township 88, range 18;"

That during the year 1880 said railway company built or constructed its railway through the land described in said deed and located its depot upon the forty acre tract immediately west of said southwest quarter of northwest quarter of section 14;

That said Geo. Wells, the owner as above stated was informed by the engineer of said company of said change in location of said depot very soon after the same was made and consented thereto or fully acquiesced in the same;

That at the time said depot was located the ground was enclosed by fences and used as a pasture and said Wells removed or changed his fences so as to not interfere with the occupation of said land for depot or station purposes;

That shortly after said depot was established said George Wells accepted a lease from said railway company for a part of said depot premises and erected an elevator or grain warehouse thereon and used the same for some time and sold the said elevator and all its appurtenances to Lush & Carton, the present occupants of that part of said depot premises;

That said railway company soon after building its depot made a plat of said depot premises, showing it claimed there a strip of ground three hundred by one thousand six hundred feet, the same in quantity as called for in said deed and laid out

a part of the same in lots and has granted privileges to other grain and lumber dealers there, and has in effect claimed to exercise and has exercised for over ten years last past the same control over its present depot site at Wellsburg, as is usual along the line of said railway where there is no question to its title to the same.

That said George Wells has retained possession and has exercised full control over the site for a depot described in said deed as being in the said southwest one-fourth of northwest one-fourth of section 14, ever since the location of said railway, and said railway company has never since that time made any claim to or exercised any control over that site or location.

That Wellsburg is surrounded by a very rich farming country, well settled and with no other station or railway depot within a distance of over five miles; that there is now but one elevator or grain warehouse there, and while the Commissioners do not find from the evidence that there is any just ground of complaint against the present proprietors of that elevator, Messrs. Lush & Carton, as to their methods of business, they do find that there is a quite general demand and desire among the surrounding farmers for another elevator or grain warehouse at that place.

They further find that there is ground on said depot premises that could, without interference with other parties, be assigned to petitioners for another elevator there, and that Messrs. Primus and Geerdes, who ask the privilege of being allowed to erect another there, are responsible and capable of conducting the business in which they are seeking to engage.

It is one of the principal aims of recent legislation, in this State, to remove all unjust discrimination on the part of common carriers, and to open up to all who desire to engage in business along the lines of railways in the State equal facilities and privileges so far as the nature of the proposed business may reasonably allow. The statute declares it to be unlawful for any common carrier to make or give any preference or advantage to any particular person, company, firm, corporation or locality in any respect whatsoever; or to subject any particular person, firm or corporation to any prejudice or disadvantage in any respect whatsoever, and it is made their duty, according to their respective powers, to afford all reasonable, proper and equal facilities for the receiving, forwarding and delivering of passengers and property to and from their respective lines.

The statutes of this State confer upon any railway corporation owning or operating a completed railway in the State the power to condemn lands for necessary additional depot grounds, in the same manner as is provided by law for the condemnation of the right of way, subject only to the approval of this Board, as to the amount and description of the additional lands necessary for the reasonable transaction of the business, present and prospective, of such railway company.

This right or privilege to exercise the power of eminent domain granted by the State would not be given simply for private purposes, and the public being interested to a certain extent in that grant, it would seem to be the duty of the railroad company, in a proper case, to exercise that power, if necessary, in the interests of the public. The respondent cannot, therefore, in any event, well plead the want of power to grant the privilege asked for by the petitioners in this case.

This Board reaches the conclusion, however, from the facts before recited and the evidence submitted, that the respondent company has now under the law sufficient title to its present depot grounds at Wellsburg to justify it and to make it the duty of said company to assign and set apart to the said C. Primus and A. C. Geerdes upon its depot grounds, or right of way at Wellsburg, sufficient



ground for them to erect a grain elevator and warehouse thereon, as asked for in the petition in this case, and in such quantity and location as is usual in such cases, and the Commissioners do hereby recommend and require that the said Burlington, Cedar Rapids & Northern Railway Company, the respondent in this case, do make such assignment of ground within twenty days from this date.

*Des Moines, May 13, 1891.*

JAMES PORTER, SUTHERLAND, IOWA,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY.

*Removal of grain warehouse at Larrabee station.*

Complaint filed August 27, 1890.

On the 27th of August, 1890, James Porter, of Sutherland, asked the Commissioners to interfere in his behalf and prevent the respondent company from forcing him to remove his grain warehouse off their side track at Larrabee station, Cherokee county; that he had contracted some 15,000 bushels of grain, and expected to store it in his warehouse at that point, and that to have to remove his building would greatly inconvenience him and seriously damage his business.

The respondent in replying to complaint, states that Mr. Porter went on and erected his building on their side track without permission, that they already have two elevators at Larrabee sufficient for the business at that point, and that the side track there being limited, it was deemed advisable to allow other industries room on their siding, and hence Mr. Porter was refused the location he had erected his building on, and ordered to vacate at once.

Complainant says he wrote the company before erecting his building, long enough to have received an answer, but getting none, went on and finished the same; that their agent notified him to vacate and remove his building off their grounds.

The delay caused by correspondence, protracted the matter until the grain season was over. In the meantime complainant removed his warehouse off of respondent's ground, and requests that the matter be dropped, without considering the questions involved. The Commissioners close the case without prejudice to either party.

*Des Moines, January 14, 1891.*

J. K. M. LOOKER, BONAPARTE, IOWA,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

*Overcharge.*

Complaint filed September 27, 1890.

September 26, 1890, complainant stated to the Board that on the 21st day of August, 1890, D. F. Dunavan and D. T. Gillette loaded a car at Oakley, Kansas, with emigrant moveables and stock for Bonaparte, Iowa, via Kansas City, over the Union Pacific and C., R. I. & P. railways, and on the latter date they paid to agent at Oakley the sum of eighty-five dollars (\$85), the through rate at the time for the car in question. On arrival at Bonaparte, Iowa, the agent of the respondent there demanded \$22.10 more, but finally accepted \$18.00, and allowed the goods to be unloaded. The Union Pacific agent at Kansas City appears to have claimed that the rate should have been \$103.00, and retained his per cent figured on that basis, instead of the \$85.00. The answer of the respondent, the C., R. I. & P. Railway Company, seems to concede an overcharge in the case, but claim the Union Pacific Railway Company is the one to blame in the matter and the matter should be promptly attended to. February 5, 1891, in reply to a communication from the Commissioners in relation to the matter, the general manager of the respondent states that the same was taken up vigorously by that company with the Union Pacific Company, with which the difficulty is supposed to exist, but nothing resulted; that they will again take the matter up and see if definite action cannot be had. On September 7, 1891, the following letter was received:

"BONAPARTE, IOWA, September 5, 1891.

"W. W. AINSWORTH, Secretary, Des Moines, Iowa:

"RESPECTED SIR:—We received \$18.00 overcharge on the 2d inst., from the Union Pacific Company on carload emigrant movables from Oakley, Kansas, to this place. For your services and interest in the case accept our thanks.

"Respectfully, J. K. M. LOOKER."

*Des Moines, Iowa, September 9, 1891.*

JOSEPH BECK, MARCUS, IOWA,

vs.

DUBUQUE & SIOUX CITY RAILROAD COMPANY AND ILLINOIS CENTRAL RAILROAD COMPANY.

*Under Crossing.*

Complaint filed October 8, 1890.

#### DECISION OF COMMISSIONERS.

Mr. Joseph Beck resides at Marcus, Iowa, and owns a farm a short distance out on the line of the Dubuque & Sioux City Railroad, operated by the Illinois Central Railroad Company, which runs through his land. At the time the road



was constructed, sixty-four feet of trestle work was put in across land that Mr. Beck subsequently acquired. The trestle afforded an under crossing for Mr. Beck's stock in passing to and from the different parts of his farm. The company filled this trestle with earth last spring, and Mr. Beck asks the Commissioners to order the respondent company to open the embankments in such a manner as to afford him an open crossing for his stock.

On February 4, 1891, Commissioners Luke and Smith went to Marcus, and in company with the complainant went onto the ground and looked over the situation. They found that complainant has a private farm crossing with gates. The law does not provide for under or over crossings but says in terms, "When any person owns land on both sides of any railway, the corporation owning the same shall, when required so to do, make and keep in good repair one cattle guard and one causeway or other adequate means of crossing the same at such reasonable place as may be designated by the owner."

The Supreme Court of the State of Iowa held under this statute in the case of Gray vs. Burlington & Missouri River Railway Company, 37 Iowa, page 119, that "When the only means a citizen has of reaching a highway is across the railway, he may insist that an open crossing be provided for him by means of which he may reach the highway without stopping to open gates or remove bars."

The situation presented in this case does not come within the rules laid down by the Supreme Court. Complainant, however, is entitled to have his surface crossings at such reasonable place as he may designate and is entitled to one cattle guard.

The question as to whether the complainant had acquired any rights to an open crossing by continued use of the trestle is a matter of private right and is not determined by the Commissioners.

This case is dismissed without prejudice.

*Des Moines, Iowa, March 25, 1891.*

S. H. McNUTT, ALGONA, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

*Discrimination in furnishing cars.*

Complaint filed October 24, 1890.

S. H. McNutt, of Algona, a shipper of hay at Hobart, filed with the Commission, October 24, a statement of grievances against the respondent for failure to furnish and discrimination in the distribution of cars at that station. In his complaint he sets forth "that he is a large shipper of hay, and yet other shippers at that point get three or four cars to his one; that on the 18th of October a car was set apart for him and that one Cheeney jumped it and began to load in his hay; that he threw Cheeney's hay out, loaded the car and went to Algona to bill it. While gone, Cheeney threw all of his hay out of the car and on the ground, loaded his own and tendered a shipping bill to the agent, although complainant had already the

receipt of the agent. The latter took Cheeney's bill and placed it on file and referred the matter to the superintendent and on the 20th received notice to have Cheeney unload, which he did on 21st. Complainant reloaded the car on 22d, and having been to considerable expense in loading and unloading and hauling hay back to the warehouse to save it from damage by exposure, wishes to know who is to pay him for the extra expense thus incurred."

Replying to above the Commissioners wrote to complainant as follows:

"Your favor of the 23d inst., addressed to Mr. Dey, of this Commission, is received. From the statements made by you it is apparent that the car was intended for your use. The superintendent's order to the agent at your station to have Cheeney unload the car seems to settle all question of your right to the car. On this theory the car having been loaded by you and billed in accordance with the practice of the company, the company is charged from that time with the care and protection of the car's contents. It would certainly be proper for you to file with the company your claim for any damages that you may have sustained."

Complainant further desires to know "whether a shipper has any process to compel a railway company to distribute cars equitably? Certain parties press hay through the country. Where they press for Mr. A., they send Mr. A. to order a car; and so for Mr. B., and Mr. C.; at the same time the owner of the press is the buyer and shipper. So this shipper gets three or four cars to one any other shipper receives. I have four or five times the amount of hay to ship that any other party here has, but in the manner above mentioned these parties monopolize the cars when cars are scarce, and I am practically cut off when prices are good, owing to scarcity of cars."

The secretary of the Commission was instructed, November 12th, to write complainant, as follows, regarding the foregoing complaint of discrimination in distributing cars:

"In reply to your favor of the 6th inst., I am directed to say that there must be an equitable division of the cars at the station among the shippers. The law provides that there must be no discriminations; that shippers must be given equal accommodations. If you have sustained damage by reason of the application of a different rule, you can recover in the courts. If you desire the Commissioners to take the case up with the railroad company they will do so, but they have no authority to render a finding for damages in money. They can, however, direct the company to make an equitable distribution of the cars designed for Hobart, in the event that it is established upon investigation that they have not been doing so heretofore."

December 17th, General Manager Earling furnished the Commission with a statement of cars furnished shippers at Hobart during October and November, 1890, and claims that complainant has been fairly treated in distribution of cars and not discriminated against.

December 26th, complainant writes: "I will necessarily be away from home for a week or two; on my return I will forward the actual statement from the books of the railway company. Kindly allow the matter to rest until my return."

During January the complainant was written by the secretary twice, asking if he desired to furnish further information, or take further action in the matter pending. February 9th, complainant writes, re-affirming his former statements, closing as follows:

"This is my first complaint of unfairness, though it has been an annual occurrence. I believe the simplest way to get cars is to go to some line that will furnish them. This I have fully made up my mind to do. I have perhaps twenty more cars to ship here and for that it is not worth while to cause any investigation. You may, therefore close my complaint on the Commissioners' books, although no conclusion has been reached."

The case will, therefore, be closed without prejudice.

*Des Moines, Iowa, February 11, 1891.*



F. J. SCHELLE, BREDÄ, IOWA, *Complainant.*

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY,  
*Respondent.*} *Shortage of cars.*

Complaint filed November 11, 1890.

## DECISION OF COMMISSIONERS.

CAMPBELL, Commissioner—

The complainant is a merchant and stock shipper at Breda, and avers that he has been discriminated against by respondent in the distribution of cars; that at numerous times he has been obstructed in his business, and suffered heavy loss or account of delay in securing cars for shipment of stock; that on account of shrinkage in weights and decline in markets during said delay he has been subject to a loss of as high as \$20 a day, which he asks respondent to reimburse him, in a total amount of over \$400. He further asks the Commission to see that he is furnished with cars promptly in sufficient numbers to meet his wants as a shipper. In support of his statements, complainant filed his own affidavit and that of John H. Bohnenkamp, setting forth dates of orders for cars, and time same were filled, and other statements pertinent to the matter.

The respondent, by Superintendent H. M. Hughes, denies that complainant has been discriminated against, claiming that in the distribution of cars he has been given his just proportion; that, in some cases, where there was a shortage of cars along the entire line, there may have been some delay in filling complainant's orders, but that in a general sense his orders have been promptly filled; that there are no good grounds for complainant's averments. Mr. Hughes submits the affidavits of George E. Correll, train dispatcher, and A. L. Van Duvelde, agent at Breda, who deny the statements of Schelle and Bohnenkamp, and affirm that cars were furnished in most every instance in controversy, within as reasonable a time as they could be got to Breda. In Commissioners' report for 1890, in *George W. Corey vs. Crooked Creek Railway Company*, the Board held: "A carrier is not required to furnish equipment to meet unusual and extraordinary demands, but must so equip its road as to meet all ordinary demands."

In report of 1897, in cases of "Shortage of Cars," page 809, the Commissioners held: "It seems to them that all the losses occasioned by the failure to furnish adequate transportation should not be borne by the producer and shipper; that the carrier who undertakes to provide the necessary facilities should be held to a strict account for failures that reasonable foresight could have guarded against."

In the case in controversy the testimony is so conflicting and contradictory as to render it impossible for the Commissioners to determine whether complainants have been discriminated against, or not, the testimony of the train dispatcher and agent, both showing cars delivered in most instances within twenty-four hours, one case of unusual delay being caused by misunderstanding in regard to using Street Stable Cars. The evidence of complainants show delay November 15, 1890, of two days; November 18, three days; November 28, two days; December 17, two days; December 20, three days.

Complainant has gone out of business, and has failed to furnish further proof in the matter. His successor, writing under date of March 13, 1891, states that he

has not been bothered much about getting cars of late, except in one or two instances.

Under all the circumstances, the Commissioners do not feel justified in making any order in the premises. Case closed without prejudice as to any rights complainants may have.

Des Moines, Iowa, March 27, 1891.

H. W. STAFFORD, GRUNDY CENTER,  
IOWA.

vs.

BURLINGTON, CEDAR RAPIDS & NORTH-  
ERN RAILWAY COMPANY.} *Loss of oats in shipment.*

Complaint filed November 14, 1890.

In November, 1890, H. W. Stafford, of Grundy Center, asked the assistance of the Commissioners in tracing an alleged shortage of 48.24 bushels of oats in a consignment of a car of one thousand bushels loaded at Grundy Center and billed to Fort Henry, New York. Mr. Stafford was informed that the Commissioners probably had no jurisdiction over an interstate shipment, but that they would gladly assist him in an amicable adjustment of the matter, and with that purpose the attention of General Freight Agent Ives was directed to the loss and his co-operation in tracing it up requested. From him the information was received that the oats had been delivered by his line in good order to the connecting line as evinced by receipt; that an effort was being made, however, to trace the matter down. On May 12, 1891, General Freight Agent Ives advised the Commissioners that the claim had been returned by the eastern connecting lines who had thoroughly investigated the matter and found that no grain leaked out of the car anywhere in transit and has therefore declined to join in paying the claim.

Des Moines, Iowa, May 20, 1891.



CITIZENS OF LITTLE WALL LAKE, IOWA,

vs.

MASON CITY & FORT DODGE RAILROAD  
COMPANY.*Flag station facilities.*

Complaint filed November 16, 1890.

## DECISION OF COMMISSIONERS.

A petition signed by S. H. Williamson and fifty-three other residents of the vicinity of Little Wall Lake, which had previously been sent the respondent company, was presented to the Commissioners, November 18, 1890, asking the location of a switch and flag station on the line of the Mason City & Fort Dodge Railroad between Belmond and Clarion. "at the east side of Little Wall Lake, where their line of railroad passes through the northeast quarter of section 16, township 92, range 24." The petitioners set forth the following reasons why such facilities should be granted:

1. We live near Little Wall Lake and far from other points to which we now have to go to do our trading, shipping, etc.
2. We paid a tax for the purpose of helping construct said line of road, for the convenience and improvement of our vicinity. Under the present conditions we receive little or no benefit therefrom. But if said improvement was made we would be greatly inconvenienced and benefited.
3. We feel certain that the company would be fully and speedily recompensed for putting in such improvement by the securing of such trade as is now being done by other roads.
4. We consider our petition just, right and proper, and urge its speedy consideration, and the accomplishment of the request which it contains.

The respondent was notified November 22d, of the application for side track facilities, and furnished with a copy of complaint. Replying, November 26th, General Manager Burdick informed the Board that the same had been forwarded to the president of the company, at St. Paul, for consideration and an early reply would be made.

The Board fixed December 4th for visiting the place and viewing proposed site for siding. They reached the location at 4:30 p. m. of same day in the midst of a severe snow storm, General Manager Burdick joining them at Belmond, the petitioners not being represented, though duly notified.

The Commissioners made an examination of the site proposed for siding, took the statements of one or two parties living near by, notified the petitioners of their visit, and gave them opportunity for filing additional proofs and papers if desired.

General Manager Burdick, December 5, 1890, filed with the Board, the following reasons why the prayer of petitioners should not be granted. He said:

"The policy of this company is not to antagonize our own interests. We are, however, interested in making the expenses as light as possible, so that we may be able to meet our running expenses, at least, during the year.

"We do not wish to inflict any hardship upon any community and where sufficient business is apparent and the circumstances fully warrant it, we would not be averse to locating a track to accommodate the business; but the surrounding

country here consists of barren knolls between which are low marshes, which it will take some time to bring under cultivation; and we do not think the very few earloads that might be marketed here would justify the expense necessary to look after them this year, at least.

"Ten and one-half miles is the distance between Belmond and Clarion, both of which are good towns and have strong competitive markets, and it seems improbable that farmers would avoid them and haul produce to a spur track where there might be one buyer.

"It is my opinion that a great many names appearing on the petition are people who live nearer the Belmond and Clarion markets than this point, and I know of at least half a dozen names in which this is the case; this petition has undoubtedly been signed as an accommodation by many. Mr. Williamson is a resident of Eagle Grove and does not have any further interest than owning some land in the vicinity.

"We earnestly hope and desire that your Board will not put us to this expense, but will allow us to use our own judgment in the matter, which at some future time may be favorable to such a location."

In answer to the statements of General Manager Burdick, Mr. H. Austin wrote the Board, December 10th, claiming that "petitioners had been taxed twice to build the road, and are yet denied shipping facilities, in order to favor Belmond and Clarion. That the country around this point is mostly in a good state of cultivation and will average in yield of produce with any other part of the county. That a station is contemplated there at some time and laid down on the map of the respondent company. That none of the signers to the petition live over four miles from the proposed siding, and that the signers anxiously desire the accommodations asked for.

Mr. Austin informed the Board that papers had been prepared showing the condition of the country around Little Wall Lake, and requesting a further hearing before the Board, which request was granted, and January 27, 1891, 2 p. m., fixed for hearing, and parties notified.

At the time designated, January 27, Mr. Austin laid before the Commissioners maps and papers relating to the proposed siding, and surrounding country, and made a full statement concerning the lack of shipping facilities, the lay of the country, population, amount of shipments, etc. That they had pledged the company at least one hundred earloads of stock, grain, etc., at that point per annum. That the location of a siding would be a great accommodation to the adjacent country, which now finds a market at Clarion and Belmond, each some five to six miles distant. He would not say the proposed siding was a "necessity," but it would be a great accommodation.

Section 3, chapter 77, acts of the Seventeenth General Assembly, confers upon the Commissioners authority in cases of this character as follows:

"Whenever, in the judgment of the Railroad Commissioners, it shall appear that any railroad corporation fails in any respect or particular to comply with the terms of its charter, or the laws of the State, or whenever, in their judgment, any repairs are necessary upon its road, or any addition to its rolling stock, or any addition to or change of its stations or station houses, or any change in its fares for transporting freight or passengers, or any change in the mode of operating its road and conducting its business, is reasonable and expedient in order to promote the security, convenience and accommodation of the public, said Railroad Commissioners shall inform such railroad corporation of the improvements and changes which they adjudge to be proper, by notice thereof in writing, to be served by leaving a copy thereof, certified by the Commissioners' clerk, with any station agent, clerk, treasurer, or any director of said corporation, and a report of the proceedings shall be included in the annual report of the Commissioners to the Legislature."



The question the Commissioners were called on to determine was whether "the convenience and accommodation of the public" required additional station facilities between Belmond and Clarion, and if so, whether the point designated by petitioners was a suitable one for said siding.

The Commissioners found the distance between Belmond and Clarion, by rail, to be ten and one half miles, leaving an opening for an intervening station at about the average distance.

The facts developed in the investigation and an examination of the ground and surrounding country, adjacent to the lake, the topography of the country was found to be rough and uneven, hilly and swampy to a certain extent, with a good share of fine farming country away from the lake, and yet a considerable amount of uncultivated and unsettled territory, that would yield no revenue. There is no bridge over Iowa river on the east, and no access to the point of proposed siding from that direction. The country west of the lake is reasonably well accommodated by station facilities at Clarion, where two railroads afford competition, and a good market. The roads to Clarion from this section are excellent, and no complaint is made that a hardship is entailed on the people who market at that place. On the east side of the lake, most of the produce is hauled to Belmond, a distance of six miles. The country to the northeast is rough and uncultivated. South of the proposed siding the country is tributary to the Burlington, Cedar Rapids & Northern Railway, and but little traffic could be drawn to this station from that direction, until the country is more thickly settled. That a siding at Little Wall Lake would be a convenience to a considerable number of people of that vicinity, is undoubtedly true, but that "it is reasonable and expedient for the convenience and accommodation of the public" that a siding should be ordered in at Little Wall Lake, and the company put to this additional expense with so little prospect of remuneration, the Commissioners are not convinced. On the contrary, they are of opinion that the country between Belmond and Clarion is reasonably well provided with station facilities for the present, at those two points, and that the ordering in of a siding at Little Wall Lake would be entailing a burden on the carrier, without corresponding benefits to the public.

The fact that in the original construction of the road, a station, Hyman, was marked on the line, near Little Wall Lake, is evidence that a station is contemplated in the vicinity, when the circumstances will justify it.

For the present the Commissioners respectfully decline to order respondent to put in a siding at Little Wall Lake.

*Des Moines, Iowa, January 28, 1891.*

GEORGE W. COREY, LEHIGH, IOWA,  
AND  
W. W. WELLS, WEBSTER CITY, IOWA,

VS.

CROOKED CREEK RAILROAD COMPANY.

*Failure to furnish cars.*

Complaint filed November 18, 1890.

George W. Corey is engaged in mining and shipping coal at Lehigh. He reaches the market over the Mason City & Fort Dodge Railroad, which crosses the Illinois Central Railroad at Carbon Junction, and also over the line of respondent, the Crooked Creek Railroad Company, at Judd and Webster City, where it intersects the line of the Illinois Central Railroad. The principal business of the Mason City & Fort Dodge line from Lehigh to Carbon and Fort Dodge is hauling coal, and is also the principal business of respondent's line. Mr. Corey has a customer, Mr. W. W. Wells, who handles his coal at Webster City, and Mr. Corey and Mr. Wells complain that sufficient cars are not furnished to enable complainants to transact their business. That delays of a week and ten days have occurred to the great disappointment of their customers and loss to them. To this complaint, the respondent replies and denies that Mr. Corey has ever waited a week or ten days after ordering cars; that its line has done better in furnishing cars than any other line in the State; that during the summer and fall respondent's line hauls clay and coal for the tile factory at Webster City, which makes a temporary shortage, but that business is not done during the winter season when the demand for coal cars is greatest, and that from this time forward respondent expects to be able to furnish complainants with sufficient cars to handle their business.

Complainants filed with the Commissioners dates of orders and dates of filling the same, as follows:

September 10th, filled September 14th; September 15th, filled September 18th; October 2d, filled October 9th; October 3d, filled October 17th; October 13th, filled October 22d; October 17th, filled November 3d; October 27th, filled November 17th; November 8th, filled November 20th; November 18th, two cars, filled November 21st, and November 26th. On November 24th ordered three cars per week, and at this date, December 1st, have not been able to send but one car on this order.

On December 23d, the Commissioners went to Lehigh and took the testimony of George W. Corey, Silas Corey, Samuel McClure, Joe Stone, C. Magill and Frank Wilson; subsequently the affidavits of R. A. Carrington, Allen McIntire, Alfred Moore, W. W. Wells and W. C. Willson were filed.

A carrier is not required to furnish equipment to meet unusual and extraordinary demands, but must so equip its road as to meet all ordinary demands. The respondent is engaged in the business of coal mining and selling coal, as well as in the business of a common carrier, and complainants being also engaged in mining and selling coal in the same market; that there should be a clashing of interests is in no manner surprising, and that the party who is dependent upon the railroad of his competitor to reach a market is at a disadvantage, also follows.

There was some conflicting testimony, but, in the main, the facts were easily sifted and it appears that while there was a shortage of cars early in the season, during the time that the respondent company was hauling clay for the tile works,



that at the present time complainants are reasonably well supplied with cars, being furnished with one-third of the entire equipment of the company, and while this condition continues and until further complaint, the Commissioners do not deem it necessary to make a specific order.

*Des Moines, Iowa, January 13, 1891.*

D. M. BROWER, ADEL, IOWA.

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAIL-  
WAY COMPANY.

*Loss of hogs in transit.*

Complaint filed November 28, 1890.

Under date of November 26, 1890, the complainant writes the Board in relation to, and enclosing all the papers connected with the shipping of a car load of hogs from Lewis, Kansas, by way of St. Joseph, Mo., to De Soto, Iowa. He claims that he shipped one hundred and sixty hogs and that only one hundred and thirty-nine were delivered to him at De Soto, thereby suffering a loss outright of twenty-one in number, and that the remainder nearly all died shortly afterwards from cholera contracted en route, at Eldon, where he claims they were improperly unloaded by the respondent company, and he was charged an exorbitant price for feed, etc.

A copy of the complaint was duly sent to said railway company and an investigation seems to have been promptly instituted by the proper officers into the matters complained of. Under date of January 3, 1891, the company writes the secretary of the Board, submitting all the information claimed to have been obtained and claiming that only one hundred and forty-nine hogs had been originally shipped by complainant, and this number were unloaded at Eldon, and necessarily so by reason of accident that delayed the movements of the train, and that the same number were re-loaded at Eldon, but cannot say whether that number arrived at De Soto, because as alleged, the complainant and his agent unloaded them there without the knowledge of the company; denies the existence of cholera at Eldon, and all responsibility for any loss, of any kind, that may have occurred to complainant.

A copy of this answer we sent to complainant, and he replied, taking issue squarely with many of the allegations in the answer of the company. This being clearly an interstate shipment or transaction, this board can do nothing further in the matter, and the complainant, seeming to realize this, has requested a return of the papers to him, and they are ordered to be returned and the case closed.

*Des Moines, Iowa, January 20, 1891.*

D. A. POORMAN, DES MOINES, IOWA.

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD  
COMPANY.

*Lack of depot facilities and over-charge.*

Complaint filed November 26, 1890.

#### DECISION OF COMMISSIONERS.

November 26, 1890, D. A. Poorman, of Des Moines, wrote the Commissioners, asking whether the Chicago, Burlington & Quincy Railroad Company should keep its East Des Moines office open for sale of tickets and accommodation of passengers for outgoing trains, especially the 6:30 A. M. train to Albia. Also, if the office is not open for purchase of tickets whether conductor can charge ten cents extra.

The inquiries were filed and a copy forwarded to the respondent. In reply, C. G. Wilson, Superintendent of Iowa lines, wrote the Board, December 9: "I beg to state that the business from East Des Moines station has been so small that it has not warranted the expense of a regular agent at that point. Our trains, however; stop for passengers, and we have charged only the regular ticket rate, that is to say, we have not been collecting the ten cents additional to the regular fare in any case I am aware of, as the instructions to our conductors require them to only collect the regular fare."

In a letter to the Commission, of December 11, complainant avers that conductors have charged him and others, on the 6:30 A. M. train, the ten cents extra fare, although the station was closed and no facilities for procuring tickets afforded, though tickets are sold at this depot for the regular day passenger trains.

The distance between the East and West Des Moines stations is probably three-fourths of a mile. The larger part of the business of both cities is done at the latter station, and the fact that but one person besides the complainant has evinced any interest in the matter has convinced the Commission that the traveling public are reasonably well served by the present station facilities of the Chicago, Burlington & Quincy Railroad Company; that to require the expense of an agent at the East Side depot, in constant attendance, would work a hardship and cause additional expense, without corresponding benefit to the public. But one passenger train a day, and two accommodation trains, go out over this branch, which stop at the east side station for passengers, when desired. If the facilities for procuring tickets a reasonable time before the departure of trains is not afforded passengers, it is not lawful for an extra charge of ten cents to be made, even though a rebate for the same may be given.

The complainant having declined to further prosecute the case, the same is closed, for the present, without prejudice.

*Des Moines, Iowa, February 18, 1891.*



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ACCIDENTS DURING THE YEAR.

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## ACCIDENTS DURING THE YEAR.

Our State has been remarkably free from train accidents during the past four or five years, attended with serious loss of life. The worst disaster the past year was on the C., M. & St. P., at Coon Rapids, June 16, in which two persons were killed and thirty-nine injured, the train being precipitated off the bridge into the Coon river, forty-five feet below. The following are accounts of the more serious accidents:

CEDAR RAPIDS, IOWA, February, 13, 1891.

MR. W. W. AINSWORTH, *Sec'y Board of Railroad Com'rs, Des Moines, Iowa:*

DEAR SIR—Our train No. 51, being the north bound passenger train on the Decorah division, which left Cedar Rapids on its schedule time, one o'clock on the afternoon of February 9th last, went into the ditch just north of mile post sixty-three, three miles north of Maynard, by reason, it is supposed, of the engine striking a broken rail. The engine and tender cleared the break, but the air brake car next to the tender, the combined postal, baggage and express car, and coach left the track and rolled down an embankment about five or six feet into a gravel pit yard, and the cars immediately caught fire from some live coals in the stove of the postal car, which were there unknown to the company, and the whole mass was quickly consumed by fire after all the passengers had escaped, the express and baggage matter being all saved. The contents of the postal car including all mail matter, was consumed by the fire, and one box of merchandise, weighing about two hundred and fifty pounds, being the sole contents of the air brake car, was also destroyed. As is well known to the Railroad Commissioners, this company was the pioneer road in Iowa to equip and heat its trains by steam, and we particularly regret the destruction of the cars by fire on this account, but can not be held blamable from the fact that the requirements of the postal service are such as to compel the mail agents to spend two or three hours in their car here before the train is coupled onto the engine and the steam connected, and on this day for the special accommodation of John Wilson, mail agent, a fire had been built in the stove of his car, which fire should have been put out as soon as the engine was connected with the train, but slumbering coals were left in the stove, which was the cause of the fire. The conductor reports there were about twenty passengers on the train—twelve of whom were injured more or less, but I am pleased to say that none of them received fatal injuries, and that there were no bones broken by the wreck. The injured passengers, as near as we can learn, are as follows:

J. H. Simpson, Brownsdale, Minnesota, badly bruised in the small of the back.

W. C. Hanlon, Wadena, jarred badly and muscles strained.

Dr. A. O. Spalding, Waterloo, bruised in the hands, particularly the thumbs, and muscles of shoulders wrenched.



Rev. Clarence Powell, Forest Mills, bone of left leg bruised but not broken.

Harrison Butler, West Union, painful cut and bruised on top of head.

John Christ, Elgin, wounded below the left eye; also slightly bruised in the shoulder.

Mrs. T. P. Griffith, West Union, cut on forehead and nose.

Mrs. George Miller, Cresco, cut on left side of face and under left eye; also slightly cut in foot by glass.

Mrs. Ella Frisbee, Anamosa, Iowa, badly shocked in head. No bruises of any kind apparent.

Mrs. Earnest, Oelwein, cut in back of head.

L. C. Price, Cedar Rapids, cut in head, and shoulder badly wrenched.

John Holmquist, employé, bridge foreman, Cedar Rapids, wrenched in back and shoulders.

Brakeman Frank U. Williams, Cedar Rapids, cut an artery in right wrist.

The derailment of the train caused the rear drivers of the engine to leave the track, but they were quickly replaced and Conductor Frank Smith, who was slightly bruised in the wreck, went with the engine to Randalia where a report was made to the general offices, and a box car was taken back to the scene of the accident for the injured passengers. Dr. S. E. Robinson, division surgeon at West Union, was quickly taken to Randalia by the south-bound passenger train and the injured parties were put on this train and taken to West Union where they were cared for by the company, except those living in Cedar Rapids, who were brought in the same night by our train No. 52 which was only delayed six hours on account of the wreck, the derailed cars having cleared the track entirely so as to enable the company to have it repaired within three hours after the accident happened. I left here on a wrecking train within one hour after reports came to our office, and reached West Union at 11:00 o'clock, taking more cars to replace the ones that were burned, which were sent to Decorah by engine of the delayed train, and traffic was interrupted by the accident not to exceed six hours. You will note by the description of the injuries given above, that none of the passengers were injured by the fire. It is a source of extreme regret to this company, that its efforts to secure absolute protection to its property, and to passengers entrusted to its care, from injury by fire, was made fruitless in this particular case by carelessness and non-attention to duty of a mail agent. I understand that it is one of the rules of the United States post-office department, as well as of the railroad company, to have all stoves securely locked, and all protection taken against fire. If the fire had been put out, as was required by the company, by John Wilson, the mail agent, before the train left Cedar Rapids, none of the company's property would have been burned up. While it seems to be a necessity to further the interests of the postal service, for messengers to work in postal cars equipped with steam heating appliances, when they are detached from the engine, very stringent rules have been inaugurated on this road, which will be carried out, compelling all mail or express agents to have their fires put out before trains leave terminal stations.

The accident was a very remarkable one as you will note from the list of casualties, and also in the destruction of property, other than results of the fire as stated above.

The delay in reporting this accident to the Board of Railroad Commissioners, was caused by my leaving here on the wrecking outfit Monday night, and not returning to my office until late yesterday afternoon.

Yours truly,

W. P. BRADY.

P. S.—Time of Accident, about 3:45 P. M., as the train left Maynard a few minutes late.

CHICAGO, ILL., April 22, 1891.

W. W. AINSWORTH, Esq., Sec'y Board of Railroad Com'rs, Des Moines, Iowa:

DEAR SIR—Referring to your letter of 13th inst., to Mr. St. John concerning accident near Washington, Iowa, I am instructed to say that the accident was the result of a collision between a west bound passenger train and the second section of an east bound freight, that should have met at Vincent station; probably caused by misunderstanding of orders.

Employés Norton, Wilson, Sherman and Brown injured by cuts and slight scalding. Hereafter I will endeavor to report accidents to you.

Yours,

T. S. WRIGHT.

TRENTON, MO., April 22, 1891.

W. W. AINSWORTH, Esq., Sec'y Railroad Commission, Des Moines, Iowa:

DEAR SIR—I have to report to the Board of Railroad Commissioners the following personal injuries caused by collision between trains at Vincent, Iowa, April 10, 1891:

Mrs. Susanah Ballard, Kingsley, Kansas; passenger; bruise over left eye.

F. U. Norton, engineer, Eldon, Iowa; cut on head and left arm, right knee bruised, left leg scalded.

A. Shunterman, fireman, Eldon, Iowa; cut over left eye and on forehead, and hips bruised.

W. H. Hope, mail agent, Birmingham, Iowa; cut in face; left arm and leg bruised.

C. J. Stevens, engineer, Eldon, Iowa; shoulders, hip and back bruised.

I. N. Wilson, fireman, Eldon, Iowa; cuts and bruises on head, left shoulder injured, left side and chest bruised.

Ed. Brown, brakeman, Eldon, Iowa; face and side of body scalded, two cuts on head and neck bruised.

E. J. Brown, mail agent, St. Joseph, Missouri; scratches and bruises on face, hip and legs.

Samuel Taylor, colored train porter, Trenton, Missouri; bruised and cut on face.

None of the above were injured fatally.

Yours truly,

H. A. WHITE, Sup't.

CEDAR RAPIDS, IOWA, October 26, 1891.

MR. W. W. AINSWORTH, Secretary Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—The enclosed report informs the Board of Railroad Commissioners that John Feyerisen, a young man about eighteen years of age, left his home in Greene, Iowa, yesterday, Sunday afternoon, in company with two companions, in a spirit of adventure no doubt, and the party in some way reached Clarksville,



where they, unknown to the conductor of the first north bound freight train out of there, got on top of a car to return to their homes, and it is supposed that while young Feyereisen was walking over the moving train to get to a certain part of it that met his fancy, he, in the darkness of the early night, fell between the coupling under the wheels, and had his life instantly crushed out of him, and his body ground to pieces. It is a source of surprise to the officers of this road that occurrences of this kind do not happen more frequently. The problem of how to keep boys from playing around our tracks and boarding moving trains, I am frank to say, yet remains unsolved on this road. We have resorted to both mild and stringent measures, but have not been successful in stopping the practice either way. Friendly admonitions go unheeded, and the arrest of a boy under our statutes, for this offense, in most instances arouses a feeling of enmity towards the company by the parents, which often results in bitter personal denunciation of the informing employe. A few months ago, at a station near Cedar Rapids, a bright, promising boy of thirteen lost his life in a shocking manner while attempting to get on a moving freight train one afternoon, and within an hour after his death there were at least a dozen children of his age around the track ready to take advantage of the first opportunity to steal a ride. Complaints come to me from agents and conductors in all the different portions of the State through which we run. We have spent both time and money to cure this evil, but without avail. These young trespassers will not heed the warning of our employes, and, as I said before, in most cases we make permanent enemies of their parents if we force them to suffer the penalties of the law. With the hope that it may do good to others I have requested our local papers here to call particular and forcible attention to the fate of young John Feyereisen, and would advise that the most shocking details of such accidents be given as much publicity as possible, with the hope that the attention of parents may, in this way, be forcibly called to the ever recurring risks and dangers that children are continually subjected to when playing or being around railway tracks or cars, for any purpose.

Yours truly,

W. P. BRADY.

CEDAR RAPIDS, October 26, 1891.

MR. W. W. AINSWORTH, *Secretary Board Railroad Com'rs, Des Moines, Iowa:*

DEAR SIR—October 25, 1891, John Feyereisen, a boy about eighteen years old, whose parents reside at Greene, Iowa, fell between two cars while stealing a ride on our freight train No. 9, about one mile south of Roots, a small siding between Clarksville and Greene, on our main line, and was killed. Reports indicate that he in company with two other boys, came from Greene to Clarksville on an extra freight that afternoon in a box car, and were returning home the same evening, when the accident occurred, about 6:30 P. M. The train was immediately stopped and backed up to where he was lying between the rails, and the body was picked up and taken to Greene and turned over to his friends.

Yours truly,

W. P. BRADY.

STATE OF IOWA,  
BOARD OF RAILROAD COMMISSIONERS,  
DES MOINES, August 5, 1891.

HON. HORACE BOIES, *Governor of Iowa:*—

SIR:—On June 16, 1891, the east-bound passenger train known as number four (4), on the Chicago, Milwaukee & St. Paul Railroad, went through the bridge over Coon River, a short distance, one-half to three-quarters of a mile, east of the station of Coon Rapids. The train was made up of an engine, baggage car, mail and express car, two day coaches and two Pullman cars; Frank Liddell, engineer, Albert Rouse, fireman, C. R. Comelius, conductor. The accident occurred about 9:46 P. M. The train was sixteen minutes late, and was running, according to the engineer's testimony, at from twenty to twenty-five miles an hour; and according to the testimony of the fireman at sixteen to eighteen miles an hour. Rule 82, with reference to the running of trains on the Chicago, Milwaukee & St. Paul Railway, reads as follows:

"When trains are running in heavy rain storms, or immediately after such storms, engineers will run very cautiously."

There is a special order lately put up, as to the bridge where accident occurred, as follows:

"All trains approach bridge carefully, expecting to find gravel trains at work."

The engineer stated that he would not expect this order to apply to trains crossing the bridge after dark, as all work trains are expected to be off the road by seven o'clock.

There are two switches used in operating the gravel pit on the south side of the track, just west of the bridge, one of which runs out some distance on the trestle work of the bridge, the other terminating about two hundred feet west of the bridge. The bridge was what is known as a Howe truss bridge, built from standard plans used by the company, and had the appearance of having been in good order before the accident, and a critical examination of the bridge, so far as practical, after the accident, did not disclose anything wrong with the structure. Its inclined braces were evidently knocked out by the cars that left the track, and without these supports the bridge could not sustain the train. The engine, however, passed over to the east end of the structure and was apparently pulled back by the falling train. After the accident the drivers of the engine were on the rails which were inclined down from the abutments of the bridge to the ground below.

From the position of the cars and the bridge timbers, it is not at all improbable that two, and perhaps three, of the cars went over the side of the bridge before it fell, there being many timbers upon the top of these cars. There is no doubt but that the train left the track, as the marks on the ties and bridge timbers clearly establish this fact; the only question being the causes that derailed the train. There are two theories, one that the switch was not properly closed and that the rate of speed of the train threw the light cars following the engine from the track; and the other theory that an obstruction had been placed at the frog in the form of an old tie, wedged in next to the guard rail. The testimony of R. L. Marsh, who had charge of the gravel train working at the gravel pit on the day of the accident was that the switches were not used after seven P. M. that day, and that the switches were all set for the main line and locked. There was no testimony that the switches were otherwise than in good order, and a freight train had passed over the bridge



three-quarters of an hour before the accident and after the closing of the switches. As to the theory that an obstruction was placed in the frog, considerable testimony was taken. Engineer Liddell testified that he saw the front end of his engine jump up just before he came to the switch; he applied the air brake; the trucks went off, but the drivers did not leave the rail. He also noticed that the baggage car was off. The fireman, who had just been putting in a fire, climbed upon his seat and noticed that the trucks were off, felt the bumping upon the ties and thought the engine got back on the rails; did not notice any particular jar, such as would be caused by striking anything before he felt the bumping on the ties; thought the engine acted just about as an engine does which runs off an open switch. Several witnesses testified to the finding of a tie, split in two parts, as though it had been struck by some heavy object, a part of the end broken and splintered. A tie, claimed to be the one thus found, was preserved in a box car, and examined by the Commissioners. The testimony was to the effect that the largest part of the tie was lying south of the rail and the smaller part on the north side, a short distance further east. The west end of the guard rail had been spread about one and one-half or two inches wider than it should be, and the first brace broken and main rail spread three-quarters of an inch, and the space between guard rail and main rail partially filled up with broken pieces of wood.

The pilot of the engine was examined, and on the underside of the pilot there were scratches in the iron and wood covering a space five or six inches wide, about on a line with the wheels, and extending across the bottom of the pilot, which had the appearance of having been made by a piece of hard wood against which the pilot had struck and run up on.

Following up the theory of an obstruction having been placed in the frog, the company had three Italian laborers arrested, charged with having driven the tie in between the rail and guard rail, with the intention of throwing the train from the track, criminal proceedings against whom are still pending, the parties being in jail awaiting the action of the grand jury, which meets in September.

The commissioners are unable to determine from the testimony developed up to this time, as to which theory is correct, and at this time, pending the criminal proceedings, make this as a partial report.

The following comprises a full list of the killed and injured:

Henry Condon, passenger, killed.  
 Alb. Aldroyd, express messenger, killed.  
 Milton Rust, passenger, slight contusion of abdomen.  
 John McCarthy, passenger, slight internal injuries.  
 O. B. Jackman, passenger, side and back bruised.  
 William Warth, passenger, three ribs fractured.  
 Mrs. W. Warth, passenger, right forearm wounded.  
 William Langendorfer, passenger, internal injuries.  
 James T. Walsh, passenger, ankle badly sprained.  
 C. F. Barrett, passenger, slight contusions.  
 R. Kochman, passenger, left cavicle fractured.  
 Peter Gardner, passenger, left side contused.  
 Frank Krause, passenger, both legs bruised.  
 William Lockman, passenger, back injured.  
 William Davis, passenger, left hip and chin bruised.  
 Clarence Grable, passenger, limbs and head contused.  
 H. C. Blake, passenger, back bruised.  
 C. E. Alder, passenger, head contused.  
 Sarah H. Bell, passenger, bruised about body and limbs.  
 Mrs. W. A. Stadgel, passenger, right shin contused.  
 John Uhlenkamp, passenger, head and side contused.

N. L. Hall, passenger, knee contused.  
 J. Haas, passenger, knee contused.  
 J. J. Gerson, passenger, knee contused.  
 May Page, passenger, hip contused.  
 William Drew, passenger, back injured.  
 Mrs. Anna Ticknor, passenger, right shoulder and back bruised.  
 Mrs. Amanda Cox, passenger, left side injured.  
 Nicolina Brockdorff, passenger, left leg bruised.  
 Hortuse Conaiveey, passenger, left third finger injured.  
 A. F. Shauer, passenger, right leg and hip bruised.  
 Frank Liddle, engineer, scalp wound.  
 Alb. Rouse, fireman, left side contused; internal injuries.  
 C. R. Cornelius, conductor, right arm fractured; body bruised.  
 R. W. Chambers, brakeman, head, body and limbs bruised.  
 William Larkin, brakeman, bruised.  
 G. F. Mitchell, train dispatcher, ninth and tenth ribs fractured.  
 John Williams, baggageman, body and limbs bruised.  
 Thomas James, electric light man, head, body and limbs bruised.  
 F. Smith, news agent, slightly bruised.  
 F. E. Weston, postal clerk, back, side and head contused.

Respectfully submitted,

W. W. AINSWORTH, *Secretary.*  
 by D. N. LEWIS, *Clerk.*

By order of the Board

#### SUPPLEMENT.

At a hearing at Carroll, at October term of court, of defendants, charged with placing obstructions on track at Coon Rapids, as above set out, after full examination, the defendants were acquitted.

CHICAGO, October 29, 1891.

Mr. W. W. AINSWORTH, *Sec'y Board of Railroad Com'rs, Des Moines, Iowa:*

DEAR SIR—In reply to the inquiry contained in your favor of the 24th inst:

The collision, to which you refer, occurred between our northern Iowa division freight trains, Nos. 47 and 44, at 4:10 A. M., October 23, 1891, at a point five miles west of Stratford, Iowa. Train, No. 47, was west bound, and train, No. 44, east bound. The east bound trains have the right to the road. Train, No. 40, was late, and the train dispatcher wished to give train, No. 47, three hours on the time of train, No. 40, between Jewell Junction and Lake City. Orders were accordingly sent to train, No. 47, at Jewell Junction, and to train, No. 47, at Lake City, that train, No. 47, could use three hours on the time of train, No. 40, between Jewell Junction and Lake City. This order was correctly taken by the operator at Lake City. It was not correctly taken by the operator at Jewell Junction, who, by some error, substituted No. 44 for train, No. 40. This order was repeated back to the train dispatcher's office and checked by the dispatchers' operator, who did not discover the error, and who gave an O. K. to the order, contrary to our rules. Train, No. 47, therefore, had in its possession an order authorizing it to use three hours on the time of train, No. 44. Train, No. 40, had a correct order, and train, No. 44, which was between the two trains named, of course, had no order at all. Trains, Nos. 47 and 44, accordingly met in collision at the point and time previously named, resulting in the death of brakemen, M. R. Hayden and George Steen. Thomas Collins, locomotive engineer, had his head cut and right arm scalded; fireman, B. L. Folsom, was bruised and sprained; Peter Elpesson suffered



a scalp wound and fracture of shoulder, and fireman, John Oxenford had his right arm bruised.

Our rules require that a train order shall be repeated from the station to which it is sent, back to the train dispatcher, and that the train dispatcher shall, himself, personally O. K. the order, which is not valid until that is done. This accident occurred: (1) Through the error of operator at Jewell Junction, Mr. C. E. Bell, in receiving the order incorrectly. He has been discharged. (2) By the train dispatcher's operator, Mr. George S. Evert, failing to check the order correctly, and also in giving, for the train dispatcher, an O. K. to the order, contrary to rules. Further, the train dispatcher, Mr. E. L. Warren, is at fault for permitting his operator to O. K. the order. Train dispatcher Warren and his operator, Evert, both resigned immediately. Mr. Warren has been in service as train dispatcher for about six (6) six years, and Mr. Evert for some three (3) or four (4) years. Both have been capable and reliable men up to the present time.

The loss in company property and freight was considerable, but I assume that you do not care for statements in that line. If there is any further statement that you would like to have me furnish, kindly indicate what it may be, and I will be glad to advise you fully in regard to it.

I have inclosed to you a copy of the time schedule of the northern Iowa division, so that you can refer to the trains to which the accident occurred.

Yours truly,

J. M. WHITMAN,  
*General Manager.*

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## DIGEST OF JUDICIAL DECISIONS.

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## DIGEST OF JUDICIAL DECISIONS.

### DECISIONS OF THE SUPREME COURT OF IOWA, RELATING TO RAILROADS DURING THE YEAR.

(NOTE—The Commissioners' report for the year 1887, contains an index to the first ten volumes, including court decisions). The report for 1890 contains the railroad law of the State.

#### DECISIONS.

##### FIRES.

In an action against a railroad company for a loss caused by fire set from sparks from an engine, defendant introduced evidence that, if the fire was set by any of its engines it was by No. 213. It also introduced a record of the inspection of the engine kept at defendant's round house by its employes, which showed that the smoke stack was in good order on certain days. The person by whom one of these entries was made was absent on account of sickness, and it was not shown by whom the other was made. Held to be error, such entries being only private memoranda, such as may be used to refresh recollection. *Taylor vs. Chicago, Milwaukee & St. Paul Railway Company*, 46 N. W. Reporter, page 64.

When in an action against a railroad company for negligently causing a house to be burned, title there is proved by parol without objection by defendant, it cannot after all the evidence is in, raise the question as to the competency of such proof by a motion to dismiss because title was not proved.

It appearing that the house was some distance from the right of way it was proper to refuse a charge "that the fact that defendant set out a fire upon its right of way is not evidence that such fire communicated itself to and burned the house of plaintiff" when there was other evidence tending to show that the fire did so communicate. Objections not made at the trial or on the motion for a new trial cannot be first raised in the supreme court. *Fish vs. C., R. I. & P. Ry Co.*, 46 N. W. Reporter, 998.

In an action against a railroad company to recover for property burned in a house situated four hundred and twenty-one feet from the right of way, it was claimed that the fire, which originated on the roof, was communicated by a strong wind directly from an engine which had just passed, or from a pile of timber on the right of way to which the engine first set fire.

Held, that in order to show that the wind was strong enough to carry the fire over that distance, it was competent to show that after the house was burned, and on the same day, charred shingles were found a quarter of a mile beyond the house.



When it was shown that cinders as large as a hickory nut were thrown from the smoke stack of the engine, and that spark arresters which would permit such cinders to escape must necessarily be out of repair, there was sufficient ground for a charge that if defendant's servant knew of the defect and did not repair it, defendant might be held guilty of negligence. *Knight vs. Chicago, Rock Island & Pacific Railway Company*, 46 N. W. Rep., 1,112.

#### RAILROAD CROSSING.

Under Code of Iowa, see 464, providing that no railway track can be located in the street or public places of a city until after the injury to the property abutting thereon has been ascertained and compensated for, where a railroad crosses a street at such an angle that plaintiff's lot lies opposite to a portion of the embankment rendered necessary for the construction of the road-bed, though not opposite to any portion of the track itself, the plaintiff is entitled to recover damages therefor.

2. The power conferred upon railroad companies by Code of Iowa, see 1262, "to raise or lower any highway for the purpose of having its railway cross over or under the same," does not extend to the raising or lowering the grade of a street of a city so as to make a crossing at the grade of the railroad track; and where the street in front of plaintiff's lot is raised four feet above the grade he will be entitled to recover damages caused thereby. *Gates vs. Chicago, St. Paul & Kansas City Railway Company*, 48 N. W. Rep., 1040.

#### HIGHWAY CROSSINGS.

A foreign railroad company cannot claim the rights of a domestic corporation without showing that it has filed a copy of its charter and a notice of the establishment of a road across its railroad track need not be served personally on an officer or agent of the road. *State vs. Chicago, Milwaukee & St. Paul Railway Company*, 46 N. W. Rep., 741.

#### ACCIDENT AT RAILROAD CROSSING.

1. Where the petition charged that defendant negligently caused the rear end of a freight train to approach a street crossing and "pass rapidly" along its track, and to run into his wagon and horses whereby he was injured, and there was evidence in the case as to the speed at which the train was running, it was not error to submit the rate of speed to the jury as an element of negligence.

2. Where the petition charged the failure to have a flagman on the crossing as negligence, and plaintiff testified that he knew there was no flagman, refusal to eliminate that question from the case, on the ground that, being aware that there was no flagman there, plaintiff could look for himself and see all that a watchman could see, was not error, when it was in evidence that plaintiff's view from the side of the track was obstructed.

3. Whether or not taking into consideration the hour, the frequency of trains, the amount of travel on the crossing, and the opportunities for travelers to observe the approach of trains, it was negligence not to have a flagman at that place, was properly a question for the jury.

4. Where a number of witnesses testify that lights were displayed and the bell rung as the train approached the crossing, and plaintiff satisfied that he did not hear the bell or see the lights, there is a sufficient conflict of evidence to justify the submission of the issue, where it appears that plaintiff was in a position to see the lights and hear the bell and was looking and listening for that purpose.

5. Though as a rule of law affirmative testimony, as that a bell or whistle was sounded, is entitled to more weight than negative testimony that a bell or whistle was not heard, the rule is not applicable to a case where it is in evidence that plaintiff listened for the bell or whistle within hearing distance and did not hear either.

6. Where plaintiff had paid a physician \$5, and the physician testified that he did not know whether the items were for services rendered to plaintiff or to some other members of his family, it was a question whether the payment was on account of plaintiff's injuries or not, and that issue was properly submitted to the jury. *Armoeker v. Chicago, Rock Island & Pacific Railway Company*, 47 N. W. Rep., 68.

#### ASSIGNMENT OF CONTRACTS.

A contract by a coal mining company to furnish daily for one year a certain quantity of coal, taken from a particular vein, to defendant railroad company, is not assignable, and an assignee of the coal company under assignment for the benefit of creditors made before the expiration of the year, cannot maintain an action to compel the railroad company to complete the contract. *Worden v. Chicago & Northwestern Railway Company*, 48 N. W. Rep., 71.

#### BILL OF LADING.

A common carrier is not liable for household goods seized while in its hands under an attachment against the consignor's husband when it has notified the latter of the attachment on his presenting the bill of lading to its agent in time for him to assert the consignor's title to the goods before they are sold under the attachment, as it was entitled to rely on the presumption that he was the consignor's duly authorized agent in regard to the control of the goods, and it is immaterial by what means he obtained the bill of lading. *Furman vs. Chicago, Rock Island & Pacific Railway Company*, 46 N. W. Rep., 1049.

#### DANGEROUS APPLIANCES.

A railroad employe has a right to presume that the appliances used in work which he is required to perform are reasonably safe, and it is the duty of the company, when such is not the case, to inform him of the danger and the methods



of avoiding it. Plaintiff, a "wiper" in a round house, beside the cleaning of engines, was required to assist in moving them in and out, and was a man of all work about the round house. He was injured while coupling a car to an engine in order to remove it from the track leading to the ash pit. Other "wipers" were in the habit of coupling cars, though he had not done so before. *Held*, that the jury were warranted in finding that he was in the line of his duty when injured. *Grannis vs. Chicago, St. Paul & Kansas City Railway Company*, 46 N. W. Rep., 1067.

#### REBATES.

A rebate secretly paid by a common carrier to certain shippers being an unjust discrimination against others shipping the same class of goods under the same conditions, at the regular rate without rebate, is illegal at common law.

Excessive charges paid to a common carrier without knowledge that they are in excess of those charged other shippers, and in reliance on the representation of the carrier that all its charges are uniform and not voluntary payments, and may therefore, be recovered from the carrier. *Cook et al. v. Chicago Rock Island & Pacific Railway Company*, 46 N. W. Rep., 1080.

#### PERSONAL INJURY.

In an action against a railroad company for personal injuries caused by the use of a defective car, a petition alleging that the injury was caused by defendant's negligence in using such defective car, sufficiently alleges that the defect was known by defendant, or by use of reasonable diligence could have been known.

*Second.* Injury to an employe of a railroad company, caused by the derailment of a car, does not make the company liable therefor, if it appears that the car was carefully inspected before the accident and found in good condition, and found in apparently the same condition after the accident. *O'Connor vs. Illinois Central Railway Company*, 48 N. W. Rep., 1002.

A brakeman on a mixed train on being relieved from duty on a dark night, hurriedly stepped from the moving caboose to the station platform without looking, under the belief that the car was moving toward the lying up track, as was usual, when, in fact, it was moving in the opposite direction, and losing his balance rolled under the car and was injured. *Held*, that the company was not bound to notify him that the car was not running in the usual direction, and he was guilty of contributory negligence. *Mayer vs. Chicago, Rock Island & Pacific Railway Company*, 48 N. W. Rep., 92.

Plaintiff intestate, a minor, was a brakeman on one of defendant's trains, in which were coal cars having end gates, secured by hinges which permitted their laying down on the floor of the car. Being required to set the brakes deceased attempted to pass over one of these end gates, which was inclined at an angle of twenty or thirty degrees because of coal, snow and ice under it, and was covered with snow and ice, and in so attempting slipped and fell under the cars and was killed. *Held*, that an instruction that defendant is not liable because it is not shown that the end gate was defective and could not have been raised and secured

in that position by deceased was properly refused, for the reason that it omitted the essential element that deceased knew of the dangerous position of the end gate and had time and opportunity to raise it. *McDermut vs. Iowa Falls & Sioux City Railway Company*, 47 N. W. Rep., 1037.

The fact that a brakeman, who steps between a moving car and an engine, in order to uncouple them, and slips on the ice on the track, believes that this is not an imprudent thing to do, and has good ground, as a reasonably prudent man, for so believing, does not relieve him of contributory negligence. Where there is evidence that the brakeman could easily and more safely have effected the uncoupling before the engine started, or after it stopped, the jury should be specifically instructed that they should consider this fact in connection with the condition of the track, the absence of run-boards and all other circumstances throwing light on the question in determining whether or not the brakeman was guilty of contributory negligence. *Pecart vs. Chicago, Rock Island & Pacific Railway Company*, 47 N. W. Rep., 1017.

The evidence showed that the brakeman was run over and killed while uncoupling cars. That the accident was caused by his foot catching between the rail and the switch rail; that if the switch had been properly constructed the space between such rails would have been too great to allow his foot to catch. *Held*, that the company was liable. *Brooke v. Chicago, Rock Island & Pacific Railway Company*, 47 N. W. Rep., 74.

Plaintiff while walking along the right of way between two tracks about eight feet apart was struck and injured by a train backing down toward him from behind. He had seen the train pass him while going forward and knew that it could not go more than one thousand feet in that direction. A train on the other track prevented him from hearing the train that injured him, but he might have seen it had he looked around. *Held*, that he was guilty of contributory negligence. *Richards v. Chicago, St. Paul & Kansas City Railway Company*, 47 N. W. Rep., 63.

#### KILLING STOCK.

In an action against a railway company for double damages for killing stock, the answer alleged that before the expiration of thirty days allowed by statute for the payment of damages after receiving notice of the injury, defendant called at the residence of plaintiff to pay the amount of damages, but did not pay the same, plaintiff not being at home. *Held*, that the pleading is demurrable, in failing to show a tender of the amount, or due diligence in endeavoring to pay or tender the same, within the statutory period.

*Second.* Plaintiff having served the notice and affidavit of apprising defendant of the damages, is not required to establish a place of business and remain there in readiness for each of the thirty days thereafter to meet defendant or his agent and negotiate the loss. *Humans v. Chicago, Rock Island & Pacific Railway Company*, 48 N. W. Reports, 978.

In an action under code of Iowa, section 1289, to recover double damages for stock killed upon a railway track, when it appears that at the time of the injury the railway was in the hands of a receiver, it is error to render a judgment against



the railway company for the damages as the statute applies only to persons operating the road.

When it appears that two trains passed early in the morning, the engineer of one of which testifies that his engine might have struck the animal without his knowledge; that the signal for stock on the track was heard, that horse tracks were seen showing that some horses had come onto the grade and traveled up to within twelve or fifteen feet of the cattle guard, that no other tracks were seen about the ground, and that the injuries upon the body and position in which it was found indicated that it had been struck by some train, there was evidence to sustain a verdict against the company. *Brockert v. Central Iowa Railway Company*, 47 N. W. Rep., 1026.

#### RAILROAD COMMISSIONERS' POWERS—JOINT RATES.

1. "Joint rates" within the meaning of acts Twenty-third General Assembly, Iowa, chapter 17, sections 2, 3, amendatory of acts Twenty-second General Assembly, Iowa, chapter 28, providing for the establishment, by the Board of Railroad Commissioners of "through joint rates" between points on connecting lines, are the sum of the rates established for each line for the transportation of freight over its road.

2. The power of the State to regulate freight charges includes the power to establish joint through rates over separate lines within its borders.

3. The provisions of the "joint rate act" (section 2), that all railroad companies in the State shall, upon demand of any person interested, establish "reasonable joint through rates" between points on their respective lines within the State, and (section 3), that in case of their failure to do so, the Commissioners shall establish the rates, does not compel the railway companies to voluntarily enter into contractual relations with each other, but merely imposes a duty, for the non-performance of which they become liable to have the rates fixed by the Commissioners, and to the consequent penalties if they refuse to give effect to the rates thus fixed.

4. It is competent for the legislature to prescribe that loaded cars shall be transferred from one line to another without breaking bulk, unless at the expense of the company unloading them, such being reasonable regulations relative to the duties of common carriers.

5. The court will take judicial notice that it is the custom of railways to transfer from one to another, loaded cars for continuous transportation over different lines.

6. The provision (section 2) that car load lots, shall be transferred from one line to the other, without unloading, unless such unloading is done without charge to the shipper, is not unconstitutional, as a taking of property, or its use, without the consent of or compensation to its owner.

7. The regulation by the State of "joint through rates" is not obnoxious to any constitutional provision, either of the State or of the United States.

8. The fact that the joint rates are fixed by special proceedings before the Commissioners after notice to the railroad companies interested, does not constitute a taking of their property "without due process of law," contrary to constitution of United States, Fourteenth amendment.

9. The provisions in the act (see 3, 4) that the "joint rates" and the division thereof between the different companies as fixed by the Commissioners, shall be regarded as *prima facie* reasonable, is valid; it being competent for the legislature to prescribe rules of evidence for all proceedings under the laws.

10. The fact that a railroad over which the Commissioners are about to fix joint through rates with another line, traverses a portion of another state in its route between two cities in Iowa, is no ground for declaring the act unconstitutional as an attempt to regulate interstate commerce, contrary to constitution of the United States, article 1, section 8, since it will be presumed that the Commissioners will not fix a rate between those cities if it is unlawful to do so.

11. That the act provides for the recovery of attorney's fees against the companies violating it, does not render it void, as granting an exclusive privilege to one suitor, that is withheld from other citizens.

12. The provisions permitting the recovery of attorney's fees in actions against the company violating the act, is not the imposition of a penalty upon the exercise of the right of defense.

13. The offenses for which the penalties are imposed are explicitly defined by sections 11, 23, c. 28, (acts Twenty-second General Assembly, Iowa, c. 17), is amendatory, and the latter act declaring that its violation shall be punished as provided in the former, is not void for uncertainty in failing to define the offenses.

14. The act is not void for uncertainty, because it fails to prescribe what shall constitute a reasonable rate, but leaves that to be determined as a question of fact, though the rate fixed by the Commissioners is declared to be *prima facie* reasonable.

15. The State is precluded from denying that the rates fixed by the Commissioners are reasonable, and the companies cannot be subjected to penalties under the act on the ground that the rates are unreasonable, if they charge no more than the rates thus fixed.

16. The penalties being not less than \$1,000 nor more than \$5,000 for the first offense, charging more than the rate fixed by the Commissioners and not excessive within constitution of Iowa, forbidding the imposition of such penalties.

17. Though the last sentence of section 3 of the "Joint Rate" act is utterly unintelligible, so that construed by itself it would enact that the rate fixed by the Commissioners should be absolute and conclusive as to its reasonableness, yet it will be construed with acts XXII, General Assembly, and C 28, of which it is amendatory, and which provides that the rate fixed shall be *prima facie* evidence only of its reasonableness, and thus construed the whole act is valid, effective and sensible.

18. An averment in the petition to enjoin the Commissioners from fixing a "joint rate," that by said acts your petitioner \* \* \* is compelled to enter into involuntary, unreasonable and unprofitable contracts \* \* \* compelling the operation of its road at a loss, is not a direct allegation of fact, but of a conclusion only, that the effect of the statute will be to compel the operation of petitioners road at a loss.

19. The dissolution of a temporary injunction does not rest in the discretion of the *nisi prius* court when it appears on the face of the pleadings as a matter of law, the injunction should be dissolved, the question involved being the validity of a statute.

20. With the justice and policy of the "joint rate" act the court has nothing to do. *Burlington, Cedar Rapids & Northern Railway Company v. Railroad Commissioners*, 48 N. W. Rep., 98.



## LIMITING LIABILITY.

Where in another State goods are delivered to a common carrier for transportation into Iowa under a contract limiting its liability, valid where made, but void under the laws of Iowa, the contract is valid and governs the liability of the carrier though the loss occurs in this State. *Hazel et ux. vs. Chicago, Milwaukee & St. Paul Railway Company*, 48 N. W. Rep., 926.

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## LOWER CHARGE FOR LONGER DISTANCE.

A lower charge for a longer distance for transportation of like traffic may be justified by actual water competition of controlling force, relating to traffic, important in amount, the rate, however, must be one that affords some revenue above the cost of its movement and work no material injustice to other shippers. *Lehmann & Co. v. Southern Pacific, et al.*, IV Int. St. Com. Com., folio (1).

## CLASSIFICATION.

In arranging the classification of articles of commerce, their market value and the shipper's representations to the public as to their character, may properly be taken into account in ascertaining the analogy they bear to other articles and determining the class to which they justly belong.

Patent medicines, manufactured and shipped by the complainant are rated as first class for less than car loads and third class for car loads. Ale, beer and mineral water are rated as third class in less than car loads and fifth class in car loads. The market value of the medicines is three times or more higher than that of the other articles named and the quantity transported much less.

*Held*, that the classification at present in force is not shown to be unjust. *Hulbert H. Warner vs. New York Central Ry Co., et al.*, IV Int. St. C. C. 32.

*Held*, that the manufacturer's description of his product for commercial purposes as an article of superior grade and value, warrants its classification accordingly, and carriers are not required to analyze freight to ascertain whether it is in fact inferior to the description under which it is sold. *Andrews' Soap Company vs. The Pittsburg, Cincinnati & St. Louis Railway Company et al.*, IV Int. State C. C., 41.

The fact that one article is of more general use and shipped in greater quantities than another, when each as a rule is shipped in less than car load quantities, and if no considerable difference in bulk weight and value constitutes in itself no reason why the first should receive a lower rate than the last. *Harvard Company vs. Pennsylvania Railway Company et al.*, IV Int. St. C. C. 212.

An order by the Western Classification Committee is not binding upon the carriers. Complaints should be properly made against the carriers and not against the Classification Committee. *James McMillan & Co. v. Western Classification Committee*, IV Int. C. C. Rep., 276.



*Held*, That under the conditions existing in the territory lying west of the Mississippi, comprising a large portion of Texas, the state of Missouri, and a large portion of Kansas, a rate of five cents less a hundred pounds on wheat than on flour, does not as a matter of fact work unjust discrimination and is not unlawful. The power to regulate commerce among the State is absolute in Congress and rates on such commerce may be regulated by federal authority with reference to trade conditions and circumstances of localities without infringing the rights or immunities of such commerce under the constitution. *Kauffman Milling Co. v. Southern Pacific Railway Co., et al*, IV Int. St. C. C. Rep., 417.

Where two kinds of soap are made for the same purposes, and are advertised and held out to the world as suited for like purposes, and are substantially equal in value, they should both, for purposes of transportation, be placed in the same classification. *Beaver & Co. vs. P., Cin. & St. L. Ry Co. et al.*, IV In. St. C. C., 733.

#### LONGER AND SHORTER DISTANCES.

Water competition to justify the greater charge for the shorter distance must be competition in transportation to the longer distance point, and as to freight which, if not carried over the line on which it is located, would reach such destination by water transportation. Carriers may lawfully accept the same aggregate, though less profitable, rates for longer distances, provided such carriers do not subject any particular person or locality to any undue or unreasonable prejudice, or disadvantage. *James & Mayer Buggy Co. vs. Cin., N. O. & Texas Pa. Ry Co.*, IV In. St. C. C., Rep., 744.

Freight classification is deemed by the railroads convenient and essential to any practical system of rate making, and is so recognized though not enjoined by the act to regulate commerce. When classification is used as a device to effect unjust discrimination, or as a means of violating other provisions of the statute, the act requires the commission to so revise and correct such classification so as to correct the abuse. Grouping of rates under some circumstances is not unreasonable. *Coxe Bros. & Company vs. Lehigh Valley Railroad Company*, IV In. St. C. C. Rep., 535.

#### SPECIAL SERVICE.

For a special service by a carrier such as the transportation of perishable freight requiring special fitting up of cars and their return empty on fast time a higher rate than for the ordinary freight is warranted by the conditions of the service. *Delaware State Grange vs. New York, Philadelphia & N. Railroad Company et al.*, IV In. St. C. C. Rep., 588.

#### STABILITY OF RATES.

When carriers have established rates on articles of competitive traffic which are relatively reasonable and fair they can not arbitrarily select particular articles of such traffic and materially raise or lower rates so established thereon without violating the provisions of the act to regulate commerce. The relation of rates should rest

upon fixed and stable conditions. Violations by one carrier of principles laid down in this case as governing relative rates on competitive articles does not justify similar violations by its competitors. *John P. Squire & Co. v. M. Cen. R. R. Co., et al*, IV In. St. C. C. Rep., 611.

#### RENTAL OF STOCK CARS.

A rental of three-fourths of a cent per mile, whether loaded or empty, for the use of stock cars owned by the shipper under a contract which enables them to make more than twice the mileage of an ordinary stock car is an unlawful preference to the firm owning these improved stock cars and a violation of the act to regulate commerce. It is an unlawful and unjust prejudice to other firms and dealers in New York who are competitors in the business of said firm owning said improved cars. *Jacob Slaamberg v. Delaware, Lackawana & Western Railroad Company et al.*, IV In. St. C. C. Rep., 630.

#### DISCRIMINATIONS.

The taking of through rates to "basing points," and adding thereto that local rate which will give the lowest combination is an unjust discrimination as to other localities. *Hamilton & Brown vs. C., R. & C. R. R. Co. et al.*, IV In. St. C. C. Rep., 686.

Transportation charges are required to be relatively reasonable, as well as reasonable in themselves, to prevent unjust discrimination between localities. Equality in charges is required under circumstances and conditions substantially similar. When a carrier engages in transportation for which, by reason of competitive conditions or for purposes of its own, it receives low rates for some patrons and at some localities it accepts the legal obligation to give impartial services to other patrons, and at other localities that sustain similar relations to the traffic. The generally recognized principle that cost of carriage is in inverse ratio to distance, and that, therefore, the charge per ton per mile should diminish with distance, is not a rule required by the statute, and is subject to qualifications and exceptions. *Manufacturers and Jobbers Union of Mankato vs. M. & St. L. Ry et al.*, IV In. St. Com. Com., 79.

The consolidation of several lines under one management, serving the same territory does not create a right on the part of the carrier to deprive the public of the benefits of fair competition nor afford warrant for oppressive discrimination by making rates for one division that give profitable markets to a portion of its patrons and higher rates to another division that are destructive to the business of other patrons, competitors in the same business. The service must be alike to all who are situated alike.

Difference in circumstances and conditions that are of a carrier's own creation or connivance, or that by reasonable effort on the part of a carrier might be avoided, cannot justify exceptional rates.

When a carrier accepts and uses cars owned by shippers or others, it adopts them as its own for purposes of rates, and neither the manner of acquiring cars, nor



inability to furnish its general patrons similar cars, can excuse a carrier for discrimination in rates; nor can any device, such as payment of unreasonable rent for use of cars, be practiced to evade the duty of equal charges for equal service. *Rice, Robinson & Winthrop v. V. W., N. Y. & Penn. R. R. Co.*, IV In. St. C. C. Rep., 131.

On all shipments of live hogs and packing house products from the Missouri river and from intermediate points in the States of Iowa and Missouri, to Chicago, the rate charged is much higher on live hogs than in packing house products.

*Held*, that the carriers must cease from the unjust discrimination now made by them in rates on live hogs and packing house products, from Missouri river and interior points, to Chicago, and that the rates made by them upon live hogs shall not be greater than upon packing house products. Carriers are allowed until November 15, 1890, to print and post tariffs complying with this order. *Chicago Board of Trade vs. C. & A. Ry Company, et al.*, IV In. St., C. C. Rep., 158.

Through rates on long hauls, more usually than local rates on short hauls, encounter water competition and by this cause are properly made lower in proportion to distance. *Poughkeepsie Iron Co. vs. N. Y., C. & H. R. R. Co., et al.*, IV In. St. C. C. Rep., 194.

#### POSTING RATES.

Common carriers are required to post in their depots, stations and offices schedules showing the rates and charges for transportation in force on the routes of such carriers, as well on freight which is as on that which is not for export. *New Orleans Cotton Exchange v. L., N. O. & Texas R. R. Co.*, IV In. St. C. C. Rep., 694.

#### DISCRIMINATION BETWEEN CONNECTING LINES.

The respondent a carrier by a railroad running through the state of Connecticut to a point in New York had for some time a through billing arrangement over its line with petitioner's road which connected therewith at its New York terminus. This arrangement respondent broke up and declined to enter into any new one in its place. Such action is held to be a violation of the act to regulate commerce. *N. Y. & N. Ry. Co. v. N. Y. & N. E. Ry. Co.*, IV In. St. C. C. Rep., 702.

#### FREIGHT RATES ON FOOD PRODUCTS.

1. The rate of compensation which railroad companies may lawfully receive for transportation services cannot be so limited that the shipper may in all cases realize actual cost of production.

2. Changes for transportation service should have reasonable relation to the value of the service to the producer and shipper, but should not be so low on any as to impose a burden on other traffic.

3. When the carriers frequently put in force and continue for considerable periods tariffs, it is a fair inference that such rates are profitable. In the carriage of great staples, rates yielding but moderate profit to the carrier are both necessary and justifiable.

4. Transportation charges now made on grain between the Mississippi river and eastern cities are less than 44 1-10 mills per ton per mile and are not excessive.

The charge of twenty cents per hundred on corn from Mississippi river to Chicago is excessive, and to be reasonable should not exceed seventeen cents per hundred. IV In. St. C. C., 48 and 116.

#### UNREASONABLE RATES.

In the official classification, common soap is fifth class, in car lots. For many years complainants were charged freight on net weight only, a change to gross weight operated to advance the rate one-sixth. *Held*, that the increase, under the circumstances, operated to make the rate unreasonably high and unwarranted. *Procter & Gamble vs. C., H. & O. Ry et al.*, IV In. St. C. C. Rep., 87.

Transportation arrangements, for the best interests of both shippers and carriers, should be simple, uniform and definite. Where economy results to carriers thereby, they can properly, as they often do, charge a less amount per ton where cars of larger capacity are used, terminal expenses, switching, ferriage, etc., making a saving. *Boston Fruit & Produce Exchange vs. N. Y. & N. E. R. R. Co.*, IV In. St. C. C. Rep., 664.

#### LONG AND SHORT HAUL.

The water competition which will justify a greater charge for a shorter distance by carriers must be actual. Possible competition will not justify such greater charges under the fourth section of the act to regulate commerce.

The filing of schedules of rates with the Commission as required by statute, raises no presumption as to the legality of such rates, and no omission or failure to challenge or disapprove the schedules of rates so filed can have the effect of making rates lawful which are unreasonable. *San Bardeno Board of Trade v. A. T. & San T. Ry Co. et al.*, IV In. St. C. C. Rep., 104.

#### COMPETITION.

The competition between all water lines and all rail lines in the carriage of petroleum and its product from the port of New York to San Francisco, Oakland, Sacramento, etc., is actual and involves the transportation of traffic important in amount, and warrants the all rail lines in making such just and reasonable as will enable them to meet the low rates of the competing part water and part rail lines, and in doing so they are not obliged to make their rates at intermediate points as low as the rates forced upon them by competition. *George Rice vs. Atchison, Topeka & Santa Fe Railway Company et al.*, IV In. St. C. C. Rep., 228.



NOTE.—See also *W. S. King & Co. vs. N. Y., N. H. & H. Railroad Company*, page 251, and *S. C. Capehart and Jasper Smith vs. L. & N. R'y Co. et al.*, page 265.

#### FOREIGN MERCHANDISE.

The act to regulate commerce provides for the regulation of the transportation of foreign merchandise when brought from a foreign port to a port of entry of the United States, and transported from such port of entry to a point within the United States upon a through bill of lading, and governs the rate and facilities afforded the foreign merchandise from the port of entry to the place of destination. The power of interstate carriers to make commodity class rates and special class rates to meet the circumstances and conditions of traffic along their lines recognized and defined. *New York Board of Trade v. Pennsylvania Railroad Co., et al.*, IV In. St. C. C. Rep., 448.

#### JUDGE SHIRAS'S OPINION IN THE DUBUQUE SWITCHING CASE.

UNITED STATES COURT, NORTHERN DISTRICT OF IOWA, EASTERN DIVISION.

PETER A. DEY, FRANK T. CAMPBELL, SPENCER SMITH,  
*Board of Railroad Commissioners of Iowa,*  
vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Bill to enforce orders of the Board of Commissioners of Iowa for switching oil in tank cars from Dubuque to Eagle Point. Motion to remand.

JOHN Y. STONE, *Attorney-General*, FOUKE & LYON,  
*For Complainants.*

JOHN W. CARY, *for Defendant.*

#### SHIRAS, JUDGE.

The statutes of the State of Iowa provide for the election of three persons to constitute the "Board of Railroad Commissioners of the State of Iowa." And among other powers and duties conferred upon them it is provided that "said Commissioners shall have the general supervision of all railroads in the State operated by steam, and shall inquire into any neglect or violation of the laws of this State by any railroad corporation doing business therein, etc."

It is further provided that any person, firm or corporation complaining of anything done or omitted to be done by any common carrier, subject to the provisions

of the statute, may apply to the Commissioners, setting forth the wrongs complained of, and it is made the duty of the Board to investigate such complaints, and to make a report in writing of the facts in the premises and the order made thereon by the Board, a copy of which is required to be served upon the carrier, and if the carrier refuses or neglects to obey the order or requirements of the Board, then it is made the duty of the Board to apply, by petition, to the district or superior court in the county wherein the principal office of the common carrier is kept, or of any county in which the road is operated for the entry of a decree against the carrier for the enforcement of the order of the Board.

Provision is made for giving notice to the company of such application; for taking testimony and hearing, in a summary way, and for the issuance of writs of injunction or other process for compelling obedience to the order of the Board, in case the same is affirmed; and for the imposition of fines, in case of disobedience to the injunction issued, which fines, upon order of the court, are to be paid into the county treasury, and one-half thereof is then to be paid by the county treasurer to the State treasurer.

Acting under the provisions of this statute, one E. J. Little, of Lima, Ohio, representing the Niagara Fuel Company of that place, filed a complaint before the Board of Commissioners of Iowa, alleging that the defendant company had wrongfully refused to transport certain tanks of oil from the station of the Chicago, St. Paul & Kansas City Railway Company in Dubuque, to Eagle Point, where was stationed the place of business of consignee of the oil, the same being within the corporate limits of the city of Dubuque, Iowa, and upon the line of the defendant company, the said tanks of oil having been forwarded from Lima, Ohio.

Notice of the filing of this complaint before the Commissioners, was given to the railway company, and an answer filed by it, setting forth among other things, that the transportation of the oil in question was a matter of Interstate commerce, and not subject to the order of the control of the Board of Commissioners of the State of Iowa.

One of the matters in controversy was whether the transportation of the tank cars from the depot of the Chicago, St. Paul & Kansas City Railway in Dubuque to Eagle Point, likewise in Dubuque, was a switching service, to be paid for at the rate established by the Commissioners for such service, or was part of the original transportation from Lima, Ohio, in such sense that the defendant company stood in the relation of a connecting company with the Chicago, St. Paul & Kansas City railroad.

Upon the hearing the Commissioners held that the contract of the Chicago, St. Paul & Kansas City company was to forward the tank cars to Dubuque; that this contract was fulfilled when the cars reached the depot of that company in Dubuque; that the transportation of the cars from that depot to the place of business of the consignees, at Eagle Point, a distance of three miles, was merely a switching service and for the performance thereof the Chicago, Milwaukee & St. Paul Railroad Company was entitled to charge the rate fixed for such service by the Commissioners and no more.

The company refusing to obey the order made, the Board of Commissioners filed petition in the district court of Dubuque county, for the purpose of procuring a decree requiring and compelling the company to obey the order named.

To this petition the company filed an answer, setting up, among other things, that the transportation of the cars in question was a matter of inter-State commerce, and therefore not within the jurisdiction of the Board of Railroad Commissioners of the State of Iowa, and thereupon filed its petition to remove the



cause to the federal court, setting forth therein that the controversy is wholly between citizens of different States, the defendant being a corporation created under the laws of the State of Wisconsin, and the complainants being all citizens of Iowa; that the matter involved exceeds in amount, exclusive of costs and interest, the sum of \$2,000, and that the case presents questions arising under the constitution and laws of the United States necessary to be heard and determined in the disposition of the cause.

The transcript having been filed in this court, thereupon the complainants filed a motion to remand, on several grounds.

Upon the argument of this motion the court suggested that it would hear counsel upon the question whether, admitting that the record showed that a federal question was involved, cases of this nature come within the jurisdiction of this court so as to authorize a removal thereof for the purpose of an original trial, and the briefs of counsel having been submitted, this question is now to be determined.

Upon part of the defendant, it is submitted that the controversy is civil, as distinguished from a criminal proceeding; that it is between citizens of different states; that it involves over \$2,000 in amount and that therefore it is brought clearly within the provisions of the removal statute. If by reason of these facts the case is a removable one, then it could have been brought originally in this court, because the statute in express terms confers the right of removal on the ground of diverse citizenship only in cases which under the first section of the act might have been originally brought in a circuit court of the United States.

The real question to be solved is, therefore, whether a circuit court of the United States can entertain jurisdiction of a proceeding brought under the provisions of the state statute to enforce by decree the orders made by the board of railway commissioners touching the management and operation of the railways within the State of Iowa.

In determining whether jurisdiction in the federal court exists, regard must be had not only to the form of the particular proceeding, but also to the nature, source and purpose of the right sought to be enforced, and if it appears that the controversy in substance involves a matter not within federal jurisdiction, then the court must refuse to entertain it, even though in mere form, the suit may be between citizens of different States and for an amount exceeding the jurisdictional limit named in the statute.

Thus in *Wisconsin vs. the Pelican Insurance Company*, 127 U. S., 265-293, it is said by the supreme court that "The essential nature and real foundation of a cause of action are not changed by recovering a judgment upon it, and the technical rules which regard the original claim as merged in the judgment, and the judgment as implying a promise by the defendant to pay it, do not preclude a court to which a judgment is presented for affirmative action (while it cannot go behind the judgment for the purpose of examining into the validity of the claim), from ascertaining whether the claim be really one of such a nature that the court is authorized to enforce it."

In that case an action was brought originally in the supreme court of the United States by the State of Wisconsin against the Pelican Insurance Company of Louisiana upon a judgment rendered in the circuit court of Dane county, Wisconsin, against the insurance company for the sum of \$8,500 and costs.

The form of the action was civil, being in debt upon the judgment record, but the supreme court, looking beyond the mere form of action, found that the judgment sued on was for fines assessed against the insurance company for violation

of the statutes of Wisconsin, regulating the business of insurance within the State and refused to entertain jurisdiction.

Whilst the ultimate judgment of the court in that case is placed upon the ground that "the courts of no county execute the penal laws of another" yet is it entirely clear from the line of reasoning pursued, that if the State of Wisconsin had filed a bill in equity, in the supreme court of the United States, against the insurance company of the United States, against the insurance company, for the purpose of compelling obedience to some requirements of the State statute regulating the business of insurance within the State, the court would have held adversely to the jurisdiction on the ground that courts of the United States are not clothed with jurisdiction to understand the ordinary administration of the laws of the several states regulating the matters of purely State concern.

In the enactment of the statute regulating the railway business of the State, it is the sovereign power of the State that is the foundation of the authority to enact the statute.

The establishment and maintenance of the public highways of the county, is a governmental duty and railways are only the model or improved highways furnished for the transportation of passengers and property over the same.

Although the construction and operation of the railways within the State has been entrusted to corporations, yet that fact does not deprive the State of the power to supervise the operations of the railways, nor relieve it of the duty of so controlling the management thereof as to secure to the public the use of such highways in such a manner as to fulfill the purpose for which the State authorized their construction.

In the building, maintenance and operation of the railway system of the State there was and is of necessity exercised powers of sovereign or governmental nature such as the right of eminent domain, and of the taxation, and whilst the formal proceeding for the exercise of these powers may have been had in the name of a particular corporation, nevertheless the power set in motion thereby was that of sovereign State and its nature was not changed by the mere form of the means employed to call it into action.

The taking of private property in the location and construction of a railway in the first instance can only be sustained under the power of eminent domain, and the right to continue the operation of a railway over the property of the citizens calls for the continued exercise of the same sovereign power, which can only be justified upon the principle that the operation as well as the original construction of a line of railway, is the exercise of a public duty primarily imposed upon the State, as the representative of the people and in the performance of which the State may subject private property to the burden necessary to be imposed in order to secure the building and operation of the highway.

In enacting the statutes providing for the building, maintenance, operation and management of railways as part of the public highways of the State, the power exercised is sovereign or governmental, and the enforcement of the provisions of the statutes in these particulars belongs to the sovereignty enacting the statutes and the agencies by it provided for that purpose, and no other government, State or national can, either through its executive or judicial arm, undertake to administer such statutes.

In undertaking the public duty of regulating the operation of the railways of the State of Iowa, the legislature has provided a system creating a board of commissioners and authorizing such board to invoke the aid of the courts of the State



in administering the law regulating the railways, and in express terms the statute creates the mode of procedure to be followed when the aid of the courts is invoked and powers conferred upon the courts named in the statutes to grant writs of injunction and other process as a means of compelling obedience to the rules established by the board of commissioners, if the same are confirmed by the court.

By the laws of the States of Wisconsin, Illinois and other states, similar boards of Commissioners are created therein.

No one would contend for a moment, if the attorney-general of Iowa should apply, for instance, to the Board of Commissioners of the state of Wisconsin for an order directed to the Chicago, Milwaukee & St. Paul Railway Co., requiring it to obey some provision of the statute of Iowa, regulating the railway business in the latter State, that the Wisconsin Board could entertain the same on the ground that the Chicago, Milwaukee & St. Paul Railway Company was a corporation created under the laws of Wisconsin.

The reply would be, that the Board of Commissioners of the State of Wisconsin had no power to administer the laws of the State of Iowa, and would not the same be true if the application was made to a court of the State of Wisconsin for a decree to enforce an order made by the Iowa Commissioners?

It is a well known fact that a large part of the railways of the State of Iowa are operated by corporations created under the laws of the State of Wisconsin and Illinois, and it certainly can not be true that by reason of that or any other fact, the attorney-general of Iowa can file in the courts of those states, petitions for decrees compelling obedience to the rules and orders adopted by the Iowa Commissioners.

The Wisconsin corporations would be within the territorial jurisdiction of the courts of that State, as would likewise be true in Illinois, as to the corporations created in that State, but the subject matter of the controversy would not be within the jurisdiction of the courts of either of the named States, and for that reason no relief could have been had therein.

The same must be true of the federal courts, for the United States has no more power to undertake the administration of the local laws regulating the railways of Iowa, than has the State of Wisconsin.

We must not be misled by the fact that this court exercises its jurisdiction within the State of Iowa. It is not a question of territorial jurisdiction in the limited sense of the mere place of bringing suit, but of the jurisdiction over the subject matter.

If the contention of the counsel for the defendant is sustainable, and it be held that the subject matter of the controversy is within the federal jurisdiction, then as to the mere place of bringing suit, the choice is given under the statute of 1888 of bringing the proceedings in the district wherein either the plaintiff or defendant resides, and this suit might have been brought in the federal court in Wisconsin.

The argument that sustains the jurisdiction in the federal courts over the subject matter must sustain the jurisdiction of the federal court in Wisconsin as well as that in Iowa.

Can it be true that the United States courts in Wisconsin will undertake the duty of compelling the Wisconsin corporation to obey the rules and regulations of the State of Iowa touching the railway business in Iowa?

If, however, the United States courts in Iowa can take jurisdiction of a proceeding of this nature on the ground of diverse citizenship, simply because the Commissioners are citizens of Iowa and the defendant a corporation created under the laws of Wisconsin then, it must follow that the proceedings might have

been originally brought in the United States circuit court in Wisconsin, and if there is nothing in the subject matter of the proceeding precluding the United States court in Wisconsin from undertaking jurisdiction, there is nothing to preclude the State courts of Wisconsin from doing likewise, and thus the conclusion would be reached that the State of Iowa, acting through its Board of Commissioners, can impose upon its sister states as well as upon the United States the duty and expense of administering the public laws of the State of Iowa, regulating its highways and the operation and management thereof.

A strong argument against the exercise of jurisdiction by the federal court of a proceeding of this nature can be based upon the provisions of the statute regulating the method of procedure.

The statute provides that a petition shall be filed in the district or superior court of the proper county; that it shall be a procedure in equity; that it shall be heard in a summary and inexpensive way; that the court shall have power to issue injunctions, mandatory and restrictive, requiring obedience on part of the railway company, its officers and employees to the decree of the court and to punish a violation thereof by a fine not exceeding \$1,000, and by imprisonment; that the decree entered by the court shall remain in force until the rule, or order, on which it is based shall be modified or vacated by the Commissioners.

If the federal court can, either originally or by removal, take jurisdiction of a petition filed by the Board of Commissioners under the statute, how is the same to be proceeded with?

The statute, as well as the nature of the remedy, require the proceeding to be in equity.

Can a federal court carry through a suit in equity in any other mode than is provided for in the rules of equity prescribed by the supreme court?

If the court requires the suit to be conducted as therein provided, then the orders of the Board are not carried into effect in the summary and inexpensive way, provided for in the State statutes.

Furthermore the statute itself points out the method by fine and imprisonment, by which obedience to the decree of the court enforcing the order of the Commissioners is to be secured. Can the courts of the United States enforce such punishment?

If the United States court orders the imprisonment of A. B. as a means of enforcing obedience to its decree, can the Board of Commissioners by vacating the order made by them vacate the decree of the United States and thus release A. B. from imprisonment?

If fines are imposed by the United States court and paid into the hands of the clerk, what disposition is to be made thereof? Can the clerk, disregarding the provisions of the United States statutes, pay such fine to the treasurer of the county, under the provision of the state statute?

These and other like difficulties tend to support the conclusion that a proceeding of this nature, whether viewed in regard to the nature of the power sought to be exercised, or in regard to the form of the proceeding and the result to be accomplished thereby, is one not within the jurisdiction of the federal courts, under any statute now in force.

The distinction existing between controversies wherein it is sought to enforce or protect private rights and those wherein the State, either in its own name or through the agencies of officials created by the laws of the State, is seeking to enforce public rights or fulfill public duties, must be kept in mind.



A failure on the part of a common carrier to obey or observe some provision of the State statute may create a right of action, private in its nature, on behalf of an individual of which the federal court would have jurisdiction, if the amount at stake and the citizenship of the parties litigant was such as to confer jurisdiction between the parties, but when proceeding is brought under the State statute for the purpose of compelling the common carrier to manage its business in the manner required by the rules or orders adopted by the Commissioners, then the State is seeking to compel obedience to its public laws, and the State, whether the suit is in its own name, or in that of some board of officials created by the laws of the State is acting in its sovereign or governmental capacity, and in so doing it must act through agencies of its own creation.

In the present case the State of Iowa, through its Board of Commissioners, has undertaken to regulate the method of switching cars between the different lines of railway terminating at the city of Dubuque, and has fixed the compensation to be paid therefor and by the proceeding filed in the district court of Dubuque county seeks a decree of the court to compel the defendant company to obey the rule thus established.

The purpose of the proceeding is not to establish or protect any private right, or to recover damages for a wrong done to an individual, but solely to compel the railway company to yield obedience to the laws of the State regulating the railway business of the State, and of such a proceeding the courts of the United States are not authorized by the Statutes now in force, to take jurisdiction, either originally or by removal.

It is further urged in support of the jurisdiction that upon the face of the record it is made to appear that there is a federal question involved in the controversy and on this ground the jurisdiction can be sustained.

If it be admitted that the facts pleaded in the answer of the defendant company do present a question arising under the constitution and laws of the United States, that does not change or affect the inherent nature of the proceeding. If the subject matter of the petition filed is without the jurisdiction of the circuit court for the reasons already assigned, pleading a defense thereto based upon the constitution of the United States cannot confer the power to grant the relief sought by the petition, in case the defense is overruled.

The remedy in such cases is to set up in the State court the defense presenting the federal question, and if the ruling therein is adverse to the right asserted under the federal constitution, then this question can be taken from the court of last resort in the State to the supreme court of the United States.

In this way the administration of the public laws of the State is left to the State tribunals, although the federal question is decided by the highest federal court.

The conclusion reached is that the subject matter of the proceeding originally brought in the district court of Dubuque county is not within the federal cognizance; that the pleading a defense based upon the federal constitution and laws does not change the character of the controversy, and therefore the proceeding is not one of which the circuit court of the United States can take jurisdiction by removal or otherwise. The motion to remand must therefore be sustained.

Caldwell, J., concurs.

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